# The China Mail.

Established February, 1845.

VOL. XLV. No. 8317. 號四月九年九十八百八千一英 HONGKONG, WEDNESDAY, SEPTEMBER 4, 1889. 日十初月八年丑己 PRICE, $2 PER MONTH.


AGENTS FOR THE *CHINA MAIL*.

LONDON:—E. ALGAR, 11 & 12, *Clement's Lane, Lombard Street*, E. C. GEORGE STREET & Co., 30, *Cornhill*. GORDON & GOTCH, *Ludgate Circus*, E.C. BAYES HENDY & Co., 37, *Walbrook*, E.C. SAMUEL DRAGON & Co., 150 & 154, *Leadenhall Street*. W. M. WILIS, 151, *Cannon Street*, E.C. ROBERT WATSON, 150, *Fleet Street*.

PARIS AND EUROPE:—AMEDEE PRINCE, 36, *Rue Lafayette, Paris*.

NEW YORK:—J. STEWART HAPPER, THE CHINESE EVANGELIST OFFICE, 52, *West 22d Street*.

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, *San Francisco*.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney*.

CEYLON:—W. M. SMITH & Co., THE APOTHECARIES Co., *Colombo*.

SINGAPORE, STRAITS, &c.:—SAYLE & Co., *Square, Singapore*. C. HEINZEN & Co., *Manila*.

CHINA:—*Macao*, F. A. DE CRUZ. *Swatow*, QUELOH & Co. *Amoy*, N. MOALLE. *Foochow*, HEDGE & Co. *Shanghai*, LANE, CRAWFORD & Co., and KELLY & WALSH. *Yokohama*, LANE, CRAWFORD & Co., and KELLY & Co.

## Banks.

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,000 in any one year.

3.—Depositors in the Savings' Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked *On Hongkong Savings' Bank Business* is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
G. E. NOBLE,
*Chief Manager*.

Hongkong, January 1, 1889. 754

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, ..... $7,500,000
RESERVE FUND, ..... $4,400,000
RESERVE LIABILITY OF PROPRIETORS, ..... $7,500,000

COURT OF DIRECTORS.

*Chairman*—W. H. FORBES, Esq.
*Deputy Chairman*—H. L. DALRYMPLE, Esq.
W. G. BRODIE, Esq. S. C. MICHAELSEN, Esq.
T. E. DAVIES, Esq. J. S. MOSES, Esq.
J. F. HOLLIDAY, Esq. L. POESNECKER, Esq.
Hon. J. J. KESWICK. N. A. SIEBS, Esq.
Hon. B. LAYTON. E. A. SOLOMON, Esq.

CHIEF MANAGER.
Hongkong, ..... G. E. NOBLE, Esq.
MANAGER.
Shanghai, ..... JOHN WALTER, Esq.
LONDON BANKERS.—*London and County Bank*.

HONGKONG.
INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

*Credits* granted on approved Securities, and every description of Banking and Exchange business transacted.

*Drafts* granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

G. E. NOBLE,
*Chief Manager*.

Hongkong, August 24, 1889. 363

## Intimations.

H. G. BROWN AND COMPANY, LIMITED.

NOTICE is hereby given that the Statutory General MEETING of the above Company will be held at the Offices of the General Managers, on SATURDAY, the 7th day of Septemb r next, at 12.30 p.m.

GIBB, LIVINGSTON & Co.,
*General Managers*.

Hongkong, August 22, 1889. 1633

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Twenty-third Ordinary MEETING of SHAREHOLDERS in the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, on MONDAY, the 9th Proximo, at 4 o'Clock p.m., for the purpose of presenting the Report of the Directors and Statement of Accounts to 30th April last, and of declaring Dividends.

The Transfer BOOKS of the Company will be CLOSED from the 27th Instant to the 9th Proximo, both days inclusive.

By Order of the Board of Directors
W. H. RAY,
*Secretary*.

Hongkong, August 17, 1889. 1608

## Intimations.

HONGKONG RIFLE ASSOCIATION.

'FAKI' CUP.

SEVEN SHOTS at 200 Yards. Position—Standing. SEVEN SHOTS at 300 Yards. Position—Sitting or kneeling. To be won 3 times before becoming any Member's absolute property. Winners to be penalized 5 points after winning it once, and 7 points after winning it twice.

The SECOND COMPETITION will take place next SATURDAY, 7th of September, at 4.15 p.m. Intending COMPETITORS must send me 30 Cents Entrance Fee not later than 5 p.m. *next Friday*, 6th day of September.

A. SHELTON HOOPER,
*Hon. Secretary*.

Hongkong, September 2, 1889. 1704

THE STEAM LAUNCH COMPANY, LIMITED.

*KOWLOON FERRY*.

DAY SERVICE.

ON and after the 5th September, 1889, one of the Company's LAUNCHES will run Daily, until further Notice, every half-hour, starting from Kowloon Point for Pedder's Wharf at 6 a.m., and returning from Pedder's Wharf at 6.15 a.m. The last trip will be from Pedder's Wharf at 7.30 p.m.

The Launch will leave Kowloon Point at every hour and half-hour, and Pedder's Wharf every quarter past and quarter to the hour.

NIGHT SERVICE.

| | | | |
|---|---|---|---|
| Leaves Kowloon . . . | 8.30 | 10.30 | 11.30 |
| Leaves Pedder's Wharf . | 9.00 | 11.00 | 12.00 |

SCALE OF FARES.
DAY SERVICE.

| | *Single Fare.* | *Per Month.* |
|---|---|---|
| For one Adult, . . | 10 Cents. | $2.00 |
| Under 10, . . . | 5 Cents. | 1.00 |
| For Chinese Steerage, . . . | 2 Cents. | 0.50 |
| For Chinese, Servants, . . . | 2 Cents. | 0.50 |
| For sedan chairs, . | 15 Cents. | — |

For Soldiers, Sailors or Police (in uniform) half fare.

Family Tickets may be arranged at the Company's Office.

NIGHT SERVICE.—All Passengers whether Subscribers or otherwise will be charged 20 cents each way.

☞ The above Time Table will be strictly adhered to, and cancels all previous ones.

By Order,
A. G. GORDON,
*Secretary*.

Hongkong, September 2, 1889 1705

TWO Good DRAUGHTSMEN WANTED for Architect's Office in Hongkong, EUROPEAN or CHINESE. Apply, *stating Salary required, &c.*,

H.
c/o. THE *China Mail* OFFICE.

Hongkong, August 29, 1889. 1666

THE SHAMEEN HOTEL AND LAND COMPANY, LIMITED.

NOTICE is hereby given that the Statutory General MEETING will be held at the OFFICES of the Company, No. 2, D'Aguilar Street, on the 17TH DAY OF SEPTEMBER NEXT, at Noon.

By Order of the Directors,
J. A. BARRETTO,
*Secretary*.

Hongkong, August 27, 1889. 1658


VICTORIA PUBLIC SCHOOL, YOKOHAMA.

THIS SCHOOL, situated in a very healthy position on the BLUFF, provides good EDUCATION FOR BOYS from 8 to 17. Boarders taken. Prospectus with Office of this Paper.

C. H. HINTON, M.A., Oxon,
330 *Head Master*.

WINDSOR HOUSE,
HONGKONG,
No. 8, QUEEN'S ROAD CENTRAL,
PRIVATE BOARD AND RESIDENCE,
AND
FAMILY HOTEL.

This ESTABLISHMENT is situated in a most central position, opposite the Telegraph Office and two doors from the Chartered Bank. It offers FIRST-CLASS ACCOMMODATION to RESIDENTS and TRAVELLERS, has a Spacious DINING ROOM, and a large number of well FURNISHED BED-ROOMS with all comforts. A Good Table kept.

TABLE D'HOTE:—Breakfast, 8.30 a.m.; Tiffin, 1 p.m.; Dinner, 7.30 p.m.

BOARD by the Month, Day, or Single Meals, *at reasonable rates*.

ARRANGEMENTS CAN BE MADE TO SERVE MEALS IN GENTLEMEN'S QUARTERS.

CONTINENTAL LANGUAGES SPOKEN.

Mrs. BOHM,
*Proprietrix*.

Hongkong, August 30, 1889. 1682

No. 73, WYNDHAM STREET.

BOARD AND RESIDENCE.
COMFORTABLE HOME
FOR SINGLE GENTLEMEN.
MODERATE TERMS.
MRS. KJELLER,
*Proprietress*.

Hongkong, July 15, 1889. 1375

TO LET.

2ND FLOOR of HOUSE, No. 64, and GROUND FLOOR of HOUSE No. 68, QUEEN'S ROAD CENTRAL.

Apply to
LAI HING & Co.,
*No. 153, Queen's Road Central*.

Hongkong, July 1, 1889. 1267

## Business Notices.

GARDEN SEEDS,
SEASON—1889.

LANE, CRAWFORD & Co.

HAVE RECEIVED THEIR NEW STOCK OF
VEGETABLE AND FLOWER SEEDS.
SUTTON'S SELECTED ENGLISH SEEDS,
HENDERSON'S TESTED NEW YORK SEEDS.

Orders should be sent in AT ONCE. Order Sheets sent on application.

SUTTON'S CONCENTRATED MANURE.
BOOKS UPON GARDENING.
GARDEN TOOLS.
GARDEN GLOVES
ENGLISH-MADE WATERING CANS.
LAWN MOWING MACHINES.

LANE, CRAWFORD & Co.

Hongkong, September 2, 1889. 1698

Victoria Hotel,

*Praya and Queen's Road Central, Hongkong.*

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now ONE of the principal HOTELS in the place.

The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.

The Accommodation and Service of every kind will be found to be of the best description.

An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL.

The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD and SMOKING ROOMS.

The HOTEL is unsurpassed for comfort, convenience and quick service.

Continental languages are spoken.

MESSRS. DORABJEE & HING KEE,
*Proprietors*.

Hongkong, September 16, 1885. 1612

W. POWELL & Co.

EX STEAMSHIP *GLENGYLE*.

LADIES' AND CHILDREN'S BOOTS AND SHOES.
12-INCH SASH RIBBONS.
NEW DRESS MATERIALS.

W. POWELL & Co.

VICTORIA EXCHANGE.
September 2, 1889. 1703

ROBERT LANG & Co.,

*Tailors, Hatters, Shirtmakers and Gentlemen's Outfitters.*

PREPARATORY TO RECEIVING OUR
NEW AUTUMN GOODS,

WE are offering a SELECTION of LIGHT WEIGHT COATINGS, in all Shades, SUMMER SUITINGS and TROUSERINGS, *at very much Reduced Prices.*

SUITS, from ..... $15.00.
COATS, " ..... $10.00.
PANTS, " ..... $ 5.00.

QUEEN'S ROAD (opposite HONGKONG HOTEL).
Hongkong, July 10, 1889 1340

## For Sale.

FOR SALE.

IRON WATER TANKS.
SOOCHOW BATH TUBS.
*Also*,
1,500
SELECTED BATH, TOILET AND NURSERY
SPONGES,
*at the REDUCED PRICES of*
$0.50 Cents each.
THE HALL & HOLTZ C. Co.,
LIMITED.

Hongkong, September 3, 1889. 1715

FOR SALE.

FURNISHED RESIDENCE
(PEAK).

'WELLBURN,' on R. B. L. No. 57, has a splendid view, is Built with Teak throughout, and has a concrete TENNIS COURT. Gas laid down.

For full Particulars, apply to
THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED.

Hongkong, August 27, 1889. 1661

FOR SALE.

AT THE PEAK.

'BROCKHURST' and Surrounding LAND, comprising R. B. L. No. 1. The HOUSE which is substantially Built has recently been enlarged, and commands one of the Finest Views in the Colony.

The Site is sufficiently large to allow of several other Houses being built thereon.

For full Particulars, apply to
THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED.

Hongkong, August 22, 1889. 1634

## To Let.

TO LET.

THE TOP FLOOR of the Premises in ICE HOUSE LANE belonging to the HONGKONG ICE COMPANY, LIMITED, Suitable for OFFICES. Possession on 1st October, Next.

Apply to the MANAGER at the DEPOT or to
JARDINE, MATHESON & Co.,
*General Managers*.

Hongkong, August 27, 1889 1660

TO LET.

2 STORIED HOUSES, Nos. 37 & 43, WANCHAI. Rents moderate.

Apply to YEE HING,
*No. 5, Wanchai*.

Hongkong, July 16, 1889. 1386

## To Let.

TO LET.

HOUSE No. 2, 'SMITH'S VILLAS,' Magazine Gap, a spacious FIVE-ROOMED HOUSE, with Basement and Out-house. Excellent view. Expected to be ready 1st August next.

Apply to
F. BLACKHEAD & Co.

Hongkong, July 2, 1889. 1284

TO LET.

A Small GODOWN and OFFICE in No. 35, WELLINGTON STREET.

Apply to W. P. MOORE.

Hongkong, August 13, 1889. 1580

TO LET.

*(With Immediate Possession.)*

NO. 4, QUEEN'S GARDENS. Rent $90 and taxes.

Apply to
G. C. ANDERSON,
13, *Praya Central*.

Hongkong, May 21, 1889. 147

TO BROKERS AND OTHERS.

THREE ROOMS TO BE LET in VICTORIA BUILDINGS, On Ground Floor and with Separate Entrances, at $45 a month each.

Apply to
ARTHUR B. RODYK,
2, *D'Aguilar Street*.

Hongkong, August 27, 1889. 1654

TO LET.

HOUSE No. 1, 'CAMERON VILLAS,' PEAK, East.

One Spacious FIVE-ROOMED HOUSE at MOUNT KELLET, Peak. Gas laid on.

NEW HOUSES on 'BELILIOS TERRACE,' Robinson Road.

Apply to
BELILIOS & Co.

Hongkong, August 30, 1889. 1688

TO LET.

A FURNISHED ROOM, with Small BED-ROOM attached.

Apply to
CRUICKSHANK & Co., LTD.

Hongkong, August 15, 1889. 1599

TO LET.

ROOMS in 'COLLEGE CHAMBERS.'
No. 9, SEYMOUR TERRACE.
No. 4, SEYMOUR TERRACE, from 1st June.
WESTBOURNE VILLAS, NORTH, Water and Gas laid on, Garden and Tennis-court.

Apply to
DAVID SASSOON, SONS & Co.

Hongkong, July 8, 1889. 83

## Business Notices.

THE HALL & HOLTZ
CO-OPERATIVE COMPANY, LIMITED.

HOUSE FURNISHERS,
HOUSE DECORATORS,
UPHOLSTERERS,
MANUFACTURERS,

SHOW ROOMS, QUEEN'S ROAD.

ESTIMATES FOR FURNISHING, DECORATING, PAINTING, POLISHING, UPHOLSTERING AND REPAIRS,
UPON THE MOST REASONABLE TERMS CONSISTENT WITH THE
BEST MATERIALS AND ARTISTIC WORKMANSHIP.

The HALL & HOLTZ CO-OPERATIVE COMPANY LTD.

Hongkong, August 31, 1889. 1698

## Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions from H.M. NAVAL STOREKEEPER to Sell by Public Auction, on

WEDNESDAY,

the 11th September, 1889, at Noon, at H. M. Naval Yard,—

SUNDRY NAVAL & VICTUALLING CONDEMNED STORES,
comprising:—
OLD IRON, HOSES, CLOCKS, LAMPS, &c.
About 8 Tons BRASS TUBES.
About 3 Tons COPPER SHEATHING.
&c., &c., &c.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,
*Government Auctioneer*.

Hongkong, September 2, 1889. 1707

AUCTION SALE OF VALUABLE CENTRAL BUILDING LAND.

THE Undersigned is instructed to Sell by Public Auction, on the Premises, ON

THURSDAY,

THE 12TH DAY OF SEPTEMBER, AT FOUR O'CLOCK P.M.,—

*Either in One Lot or Divided*,

INLAND LOT No. 606, upon the BONHAM ROAD, adjoining the Berlin Mission, having a frontage on the Hospital Road of 440 feet and on High Street 260 feet, containing 45,200 square feet. Crown Rent, $108.48 per annum.

TERMS:—20 per cent. cash, and 80 per cent. on Mortgage for 3 years at 6 per cent. per annum.

For further Particulars and Conditions, apply to
SHARP, JOHNSON & STOKES,
*Solicitors*,
or to
G. R. LAMMERT,
*Auctioneer*.

Hongkong, August 31, 1889. 1696

## Shipping.

### Steamers.

SHIRE LINE OF STEAMERS.

FOR HAVRE, LONDON AND HAMBURG.

The Steamship
*Carmarthenshire*,
Captain CLARK, will be despatched for the above Ports on or about the 7th Proximo.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
*Agents*.

Hongkong, August 22, 1889. 1635

SHIRE LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

The Steamship
*Cardiganshire*,
S. RICKARD, Commander, will be despatched for the above Ports on the 10th Instant.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
*Agents*.

Hongkong, September 3, 1889. 1714

STEAM TO STRAITS, COLOMBO AND BOMBAY.

The P. & O. S. N. Co.'s Steamship
*Gwalior*
will leave for the above places at Noon, on THURSDAY, the 12th September.

E. L. WOODIN,
*Superintendent*.

P. & O. S. N. Co.'s Office,
Hongkong, August 27, 1889. 1649

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.

The Co.'s Steamship
*Chingtu*,
HUNT, Commander, will be despatched as above on SUNDAY, the 22nd Proximo.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon and Cabins are situated forward of the Engines. Second-class Passengers are berthed in the Poop. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A fully qualified Surgeon is carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
*Agents*.

Hongkong, August 30, 1889. 1686

## Shipping.

### Steamers.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE.

*(Calling at* PORT DARWIN & QUEENSLAND PORTS, *and taking through Cargo to* NEW ZEALAND, TASMANIA, *&c.)*

The Steamship
*Airlie*,
Captain ELLIS, will be despatched for the above Ports on THURSDAY, the 5th September, at Daylight, instead of as previously advertised.

For Freight or Passage, apply to
RUSSELL & Co.,
*Agents*.

Hongkong, September 2, 1889. 1699

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN *VIA* SWATOW.

The Co.'s Steamship
*Kutongsang*,
Captain SELLAR, will be despatched as above on THURSDAY, the 5th Instant, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
*General Managers*.

Hongkong, September 2, 1889. 1708

THE GIBB LINE OF STEAMERS.

FOR QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

*(Taking through Cargo for* ADELAIDE, TASMANIA *and* NEW ZEALAND.)

The British Steamship
*Kent*,
Capt. JOHNSTONE, having arrived with part Cargo from Japan, will be despatched as above on the 5th Instant, at 4 p.m.

This Steamer will not call at Foochow.

For Freight, apply to
GIBB, LIVINGSTON & Co.,
*Managers*.

Hongkong, September 3, 1889. 1620

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA *VIA* AMOY.

The Co.'s Steamship
*Zafiro*,
Capt. MCCASLIN, will be despatched for the above Port on THURSDAY, the 5th Instant, at 5 p.m.

For Freight or Passage, apply to
RUSSELL & Co.,
*General Managers*.

Hongkong, September 3, 1889. 1710

FOR SINGAPORE, HAVRE AND HAMBURG.

*(Taking Cargo at through rates to* ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL *and* BREMEN.)

The Steamship
*Frigga*,
Captain F. NAGEL, will be despatched for the above Ports on FRIDAY, the 6th Sept., at 10 a.m.

For Freight or Passage, apply to
SIEMSSEN & Co.,
*Agents*.

Hongkong, August 28, 1889. 1664

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship
*Arratoon Apcar*,
Capt. J. G. OLIFENT, will be despatched for the above Ports on FRIDAY, the 6th Proximo, at Noon.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
*Agents*.

Hongkong, August 29, 1889. 1669

STEAM TO LONDON (DIRECT),
*Calling at* INTERMEDIATE PORTS.

The P. & O. S. N. Co.'s Steamship
*Shanghai*
will leave for the above place on or about SATURDAY, 14th Sept., at Noon. This Vessel is disconnected from the mail services, but has excellent accommodation for through Passengers (First Saloon only) at reduced rates. Electric Light, Deck Cabins. Surgeon carried, &c.

E. L. WOODIN,
*Superintendent*.

P. & O. S. N. Co.'s Office,
Hongkong, August 15, 1889. 1506

## Shipping.

### Steamers.

NAVIGAZIONE GENERALE ITALIANA
(FLORIO & RUBATTINO UNITED COMPANIES.)

STEAM FOR
SINGAPORE, PENANG & BOMBAY,
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, (LEGHORN), and GENOA; all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS, up to CALLAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

The Co.'s Steamship
*Bormida*,
DE NEGRI, Master, will be despatched as above on FRIDAY, the 6th September, at Noon.

AT BOMBAY the Steamers are discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
*Agents*.

Hongkong, August 28, 1889. 1663

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, PORT SAID, BRINDISI, TRIESTE & VENICE,

*(Taking Cargo at through rates to* CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT *and* ADRIATIC PORTS.)

The Co.'s Steamship
*Melpomene*,
Captain PRINT, will be despatched as above on TUESDAY, the 10th Proximo, at Noon.

Cargo destined for Ports beyond Bombay by this opportunity will be transhipped there in one of the Company's Steamers.

Cargo will not be received on board after 5 p.m. prior to date of Sailing.

For further information as to Passage and Freight, apply to
DAVID SASSOON, SONS & Co.,
*Agents*.

Hongkong, August 29, 1889. 1670

## Sailing Vessels.

FOR NEW YORK.

The 3/3 L.L.I. American Barque
*Richard Parsons*,
THORNDIKE, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, July 25, 1889. 1452

## Notices of Firms.

NOTICE.

THE INTEREST AND RESPONSIBILITY of Messrs. C. GUIEU, J. ROSSELET, and J. MULLER in our Hongkong Firm ceased on the 31st ultimo.

Mr. G. GIRAULT ASSUMED CHARGE on the 1st Instant, and will continue under the Style of

GUIEU FRERES.

Mr. J. ROSSELET taking Charge of the LIQUIDATION of the Old Firm, requests that all Claims against it may be forwarded to him, and all amounts due paid into his hands or against receipt signed by himself thus

GUIEU FRERES.

C. GUIEU, J. ROSSELET and J. MULLER respectfully thank their Customers and the Public for their kind patronage, and hope that their successors will meet with the same encouraging support.

Hongkong, 27th August, 1889. 1675

WA TSZ YAT PO,
華字日報
*CHINESE MAIL*.

THE present LEASE of the *Chinese Mail* EXPIRED on the 31st ultimo, after which date the INTEREST of the present LESSEE, (Mr. HO CHUNG SHANG) entirely CEASED. The BUSINESS is now conducted by a MOST EFFICIENT NATIVE STAFF, and Arrangements have been made which cannot fail to make the Paper in EVERY SENSE A FIRST-CLASS JOURNAL.

GEO. MURRAY BAIN,
*Proprietor*.

'CHINA MAIL' Office,
September 1, 1889.

## Intimations.

CHAS. J. GAUPP & Co.,
*Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.*

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.
RITCHIE'S LIQUID AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS.
NAUTICAL BOOKS.
English SILVER & ELECTRO-PLATED WARE.
Christofle & Co.'s ELECTRO-PLATED WARE.
GOLD & SILVER JEWELLERY
in great variety.
DIAMONDS
AND
DIAMOND JEWELLERY.
A Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices. 742

NOW READY.

VOLUNTEERS AND THE DEFENCE OF HONGKONG.

A SKETCH.

PRICE, ..... FIFTY CENTS.

To be had at Messrs. LANE, CRAWFORD & Co.; Messrs. KELLY & WALSH; and Messrs. W. BREWER & Co.

August 14, 1889. 1532

## Entertainment.

THEATRE ROYAL,

CITY HALL, HONGKONG.

**SATURDAY,**
*7th September*, 1889.

COME AND WITNESS
The well-worth-seeing Troupe and the talented Family of
PROFESSOR BERNHARDY RUCHWALDY.

The Well-known
WIZARD OF THE EAST.

THE KING OF THE HUNGARIAN 'OZIGANY HEGEDOS,'
And Real Spiritualist and Modern 'SORCERER.'

THE THREE WONDERFUL CHILDREN,
9, 7, AND 5 YEARS OLD.

KATHARIN, GENERALLY CALLED THE 'SCOTCH LASSIE,'
9 Years Old.

In their Famous and Amusing ENTERTAINMENTS of modern PHYSICS, SPIRITUALISM, OPTIC, MUSIC, INSTRUMENTAL, VOCAL AND ALSO COMIC.

MADAME RUCHWALDY, *PIANISTE.*
MR RUDOLF, *the Lady Comical Performer.*

'OCARINO,' 'RUSSIAN CHAFOT,' 'EXECUTION,' THE 'OZIGANY HEGEDO.'

☞ For Particulars see Hand-Bills. ☜

Door open at half-past-eight, Performances at nine o'clock sharp.

*Prices of Admission:*

| | |
|---|---|
| Dress Circle, | $2.00 |
| Front Seats, | 1.00 |
| Back Seats, | 0.50 |

Tickets to be had at Messrs. KELLY & WALSH'S.

*N.B.*—Soldiers and Sailors, HALF-PRICE for Front and Back Seats.

BERNHARDY,
*Manager.*

Hongkong, September 3, 1889. 1713

## To-day's Advertisements.

*No.* 25.

CUSTOMS NOTIFICATION.

NOTICE is hereby given that MONDAY NEXT, the 9th Instant (8th Month, 15th day), being the CHINESE MID-AUTUMN FESTIVAL, will be observed as a HOLIDAY, at the Kowloon Customs and Stations.

All Examination of Cargo and Clearance of Junks will be suspended on that date.

F. A. MORGAN,
*Commissioner of Customs,*
for Kowloon and Districts.

CUSTOM HOUSE,
Kowloon, 3rd September, 1889. 1716

APARTMENTS! APARTMENTS!!

SINGLE YOUNG MEN wishing to Procure a BED-ROOM in a good locality, leading off Caine Road, facing the Harbour, with a Fine View of same, AT VERY MODERATE TERMS, can apply any time between 4 and 8 p.m., to

'C. E. H.,'
*No. 2, Rozario Street.*

Hongkong, September 4, 1889. 1726

THE HONGKONG MARINA, LIMITED.

WANTED TENDERS to Supply for the Company's Vessel *ELIZABETH*, now in Aberdeen Dock, about 1,500 Sheets of MUNTZ METAL (16 and 18 oz.) and NAILS.

*Also,*

TENDERS for the Purchase of about 2,300 Sheets of OLD COPPER and NAILS.

To be sent in not later than SATURDAY MORNING NEXT, to

W. ST. JOHN HANCOCK, C.E.,
3, *Beaconsfield Arcade.*

Hongkong, September 4, 1889. 1727

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

STEAMSHIP *BAYERN*,
FROM BREMEN AND PORTS OF CALL.

THE above-named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., Kowloon, whence delivery may be obtained.

OPTIONAL CARGO will be landed here in Hongkong unless notice to the contrary be given before 11 a.m. To-DAY, the 4th Inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th Instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 18th Instant, at 4 p.m.

All Claims must reach us before the 19th Instant, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

MELCHERS & Co.,
*Agents.*

Hongkong, September 4, 1889. 1721

FOR HOIHOW, SINGAPORE, BATAVIA, SAMARANG & SOURABAYA.

The Steamship *Almora*, Captain HAIP, will be despatched as above on or about the 10th Instant.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
*Agents.*

Hongkong, September 4, 1889. 1719

STEAM TO YOKOHAMA, *VIA* NAGASAKI AND KOBE.

(*Passing through the* INLAND SEA.)

The P. & O. S. N. Co.'s Steamship *Verona*, will leave for the above places at Daylight, on FRIDAY, the 13th Instant.

E. L. WOODIN,
*Superintendent.*

P. & O. S. N. Co.'s Office,
Hongkong, September 4, 1889. 1725

## To-day's Advertisements

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

The Co.'s Steamship *Bayern*, Captain J. MERGELL, will leave for the above place TO-MORROW, the 5th Instant, at Noon.

For Freight or Passage, apply to

MELCHERS & Co.,
*Agents.*

Hongkong, September 4, 1889. 1691

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(*Passing through the* INLAND SEA.)

The Co.'s Steamship *General Werder*, Captain M. EICHEL, will leave for the above Ports TO-MORROW, the 5th Instant, at Noon.

For Freight or Passage, apply to

MELCHERS & Co.,
*Agents*

Hongkong, September 4, 1889. 1690

FOR YOKOHAMA AND KOBE.

The Steamship *Gaw Quan Sia*, Captain HARRIS, will be despatched as above TO-MORROW, the 5th Inst., at 3 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
*Agents.*

Hongkong, September 4, 1889. 1722

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

The Co.'s Steamship *Formosa*, Captain HALL, will be despatched for the above Ports on FRIDAY, the 6th Instant, at 10 a.m.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
*General Managers.*

Hongkong, September 4, 1889 1720

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

(*Taking Cargo & Passengers at through rates for* CHEFOO, TIENTSIN, NEWCHWANG, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship *Kutsang*, Captain YOUNG, will be despatched as above on FRIDAY, the 6th Instant, at 3 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
*General Managers.*

Hongkong, September 4, 1889. 1718

FOR SHANGHAI.

The Steamship *Amoy*, Capt. R. KÖHLER, will be despatched for the above Port on FRIDAY, the 6th Inst., at 4 p.m.

For Freight or Passage, apply to

SIEMSSEN & Co.

Hongkong, September 4, 1889. 1724

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship *Hector*, Capt. THOMPSON, will be despatched as above on WEDNESDAY, the 11th Instant.

Passengers for EUROPE desiring to proceed OVERLAND, can, on application to the Undersigned, have their Tickets endorsed for surrender at Algiers in exchange for Coupon Tickets to MARSEILLES (by Transatlantic Company's express boats), and thence to PARIS or LONDON. Algiers is 28 hours steam from Marseilles, and thence to London occupies about the same time.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
*Agents.*

Hongkong, September 4, 1889. 1723

CHEMICAL APPARATUS.

MICROSCOPES.

ELECTRICAL APPARATUS.

BATTERIES.

Portable Electric Call Bells.

INVALID'S ALARM BELLS.

PHOTOGRAPHIC APPARATUS.

SOLD BY

DAKIN BROS. OF CHINA,
LIMITED,
*CHEMISTS,*
HONGKONG.

*Telephone No.* 60.

Hongkong, August 29, 1889. 1677

## SHIPPING.

ARRIVALS.

September 3, 1889:—

*Bayern*, German steamer, 2,877, F. Mergell, Bremen July 24, and Singapore Aug. 30, Mails and General.—MELCHERS & Co.

*Signal*, German steamer, 384, Meyer, Nagasaki August 28, 10.30 a.m., Coal.—MEYER & Co.

*Bellerophon*, British steamer, 1,358, W. E. Guthrie, Shanghai August 28, General.—BUTTERFIELD & SWIRE.

September 4:—

*Phra Chom Klao*, British steamer, 1,011, W. H. Watton, Bangkok Aug. 29, General.—YUEN FAT HONG.

*Kiel*, German steamer, from Whampoa.

*Amoy*, German steamer, from Whampoa.

DEPARTURES.

September 4:—

*Namoa*, for Coast Ports.
*Fidelio*, for Swatow.
*Kwong Lee*, for Whampoa.
*Don Juan*, for Manila.

CLEARED.

*Marie*, for Haiphong.
*Bellerophon*, for Singapore and London.
*Kiel*, for Saigon.
*Airlie*, for Sydney.

PASSENGERS.

ARRIVED.

Per *Bayern*, from Bremen, Messrs Haviland, E. von Blume, Otto Schang, H. Hoffmann, von Pustau, A. Ferber, and Darby, and 330 Chinese.

Per *Bellerophon*, from Shanghai, 17 Chinese.

Per *Phra Chom Klao*, from Bangkok, 125 Chinese.

DEPARTED.

Per *Namoa*, for Swatow, 300 Chinese.

TO DEPART.

Per *Marie*, for Haiphong, 8 Europeans, and 25 Chinese.

Per *Bellerophon*, for Singapore, 6 Europeans, and 342 Chinese.

Per *Kiel*, for Saigon, 12 Chinese.

Per *Airlie*, for Sydney, 22 Europeans, and 12 Chinese.

SHIPPING REPORTS.

The German steamer *Signal* reports: First part fresh Northerly winds; latter part fine weather throughout.

The British steamer *Bellerophon* reports: Had fine weather throughout.

The British steamer *Phra Chom Klao* reports: Light winds, and fine weather throughout.

## POST OFFICE NOTICES.

MAILS will close:—

For STRAITS & LONDON.—
Per *Bellerophon*, at 10.30 a.m., on Thursday, the 5th inst.

For YOKOHAMA.—
Per *General Werder*, at 11.30 a.m., on Thursday, the 5th inst.

For SHANGHAI.—
Per *Bayern*, at 11.30 a.m., on Thursday, the 5th inst.

For SWATOW & TIENTSIN.—
Per *Kwongsang*, at 11.30 a.m., on Thursday, the 5th inst.

For YOKOHAMA & KOBE.—
Per *Gaw Quan Sia*, at 2.30 p.m., on Thursday, the 5th inst., instead of as previously notified.

For PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.—
Per *Kent*, at 3.30 p.m., on Thursday, the 5th inst.

For SAIGON.—
Per *Ashington*, at 4.30 p.m., on Thursday, the 5th inst.

## POST OFFICE NOTICES.

MAILS will close:—

For AMOY & MANILA.—
Per *Zafiro*, at 4.30 p.m., on Thursday, the 5th inst.

For SINGAPORE.—
Per *Frigga*, at 9.30 a.m., on Friday, the 6th Sept.

For SWATOW, AMOY & TAMSUI.—
Per *Formosa*, at 9.30 a.m., on Friday, the 6th inst.

For STRAITS & BOMBAY.—
Per *Bormida*, at 11.30 a.m., on Friday, the 6th Sept.

For STRAITS & CALCUTTA.—
Per *Arratoon Apcar*, at 11.30 a.m., on Friday, the 6th inst. (Parcel Mail for INDIA closes at 10.30 a.m.)

For SHANGHAI.—
Per *Kutsang*, at 2.30 p.m., on Friday, the 6th inst.

For STRAITS, COLOMBO, BOMBAY & TRIESTE.—
Per *Melpomene*, at 11.30 a.m., on Tuesday, the 10th inst.

For STRAITS, COLOMBO & BOMBAY.
Per *Gwalior*, at 10.30 a.m., on Thursday, the 12th inst., instead of as previously notified.

For KOBE, YOKOHAMA & VANCOUVER, B.C.—
Per *Batavia*, at 10.30 a.m., on Thursday, the 12th inst., instead of as previously notified.

*MAILS* BY THE BRITISH PACKET.—

The British Contract Packet *Rohilla* will be despatched on WEDNESDAY, the 11th September with Mails for the United Kingdom, Europe, and countries beyond, *viâ Brindisi*; to the Straits Settlements, Netherlands India, Burmah, Ceylon, Aden, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

A. S. WATSON & Co., LIMITED.

TO ALL WHOM IT MAY CONCERN.

NOTICE is hereby given that A. S. WATSON & Co., LIMITED, carrying on BUSINESS at the HONGKONG DISPENSARY, Victoria, in the Colony of Hongkong, and in many other Ports and places in China and elsewhere, have registered in the said Colony their Trade-marks as applied to MEDICINES, PROPRIETORY ARTICLES, ÆRATED WATERS, PERFUMES, WINES, SPIRITS, LIQUORS, CIGARS and other ARTICLES appertaining to the Business in its various Branches, and also as to the Labels Wrappers, Brands, or Marks affixed to the same, and that if any infringement or colourable imitation of the same be made or attempted to be made by any Person or Persons, the said A. S. WATSON & Co., LIMITED, will immediately take legal proceedings for an injunction to restrain him or them from affixing, or procuring, or causing, or allowing to be affixed to any bottles, or boxes, or otherwise using, or employing, or permitting to be used, or employed any labels, wrappers, brands, or marks used by the said A. S. WATSON & Co., LIMITED, and also to obtain damages in respect thereof.

Dated this 14th day of May, 1889.

WOTTON & DEACON,
*Solicitors for the said*
960 A. S. WATSON & Co., LIMITED.

## SHARE LIST—QUOTATIONS—SEPTEMBER 3, 1889

| Stocks | Nos. of Shares. | Value. | Paid-up. | Closing Quotations, Cash. |
|---|---|---|---|---|
| BANKS. | | | | |
| Hongkong and Shanghai Bank Corp. | 60,000 | $ 125 | all | 177, ex div. |
| MARINE INSURANCES. | | | | |
| Canton Insurance Office Co., Ld. | 10,000 | $ 250 | $ 50 | $140, sellers |
| China Traders' Insurance Co., Ld. | 24,000 | $ 83.33 | $ 25 | $80, buyers |
| Chinese Insurance Co., Limited | 1,500 | $ 1,000 | $ 200 | $150, nominal |
| North-China Insurance Co., Ld. | 5,000 | £ 200 | £ 50 | Tls. 325 |
| Straits Insurance Co., Ld. | 30,000 | $ 100 | $ 20 | $23 |
| Union Insurance Society Co., Ld. | 10,000 | $ 250 | $ 25 | $105, sellers |
| Yangtsze Insurance Association, Ld. | 8,000 | £ 25 | all | Tls. 100, sellers |
| FIRE INSURANCES. | | | | |
| China Fire Insurance Co., Ld. | 20,000 | $ 100 | $ 20 | $36, sellers |
| Hongkong Fire Insurance Co., Ld. | 8,000 | $ 250 | $ 50 | $385, buyers |
| Straits Fire Insurance Co., Ld. | 20,000 | $ 100 | $ 20 | $19 |
| FIRE AND MARINE INSURANCES. | | | | |
| Singapore Insurance Company, Ld. | 40,000 | $ 100 | $ 20 | $15, nom. |
| DOCKS. | | | | |
| Hongkong & Whampoa Dock Co., Ld. | 12,500 | $ 125 | all | 66 % prem., ex div. |
| STEAMBOATS. | | | | |
| China and Manila S. S. Co., Ld. | 3,500 | $ 50 | all | $135 |
| Douglas Steamship Co., Limited | 20,000 | $ 50 | all | $82 |
| H. K. C. and M. Steamboat Co., Ld | 80,000 | $ 20 | all | $41 |
| Indo-China S. N. Company, Limit. | 60,000 | £ 10 | all | 10 % dis. |
| Steam Launch Company, Limited | 2,000 | $ 50 | $ 30 | nominal |
| REFINERIES. | | | | |
| China Sugar Company, Limited | 15,000 | $ 100 | all | $260 |
| Luzon Sugar Company, Limited | 7,000 | $ 100 | all | $95 |
| WHARVES. | | | | |
| HK. & Kow. Wharf & Godown Co. | 17,000 | $ 100 | all | $170 |
| LAND AND BUILDING. | | | | |
| Hongkong Land Investment and Agency Company, Limited | 50,000 | $ 100 | $ 50 | $136, buyers |
| Kowloon Land and Building Company, | 6,000 | $ 50 | $ 30 | $22 |
| Peak Building Company, | ..... | ..... | $ 7 | $10 |
| Richmond Terrace Building Co. | ..... | ..... | $ 100 | $200 |
| Shanghai Land Company, | ..... | ..... | Tls. 20 | Tls. 24 |
| West Point Building Co., Limited | 12,500 | $ 50 | $ 40 | $52, sales |
| TRAMWAYS. | | | | |
| HK. High-Level Tramways Co., Ld. | 1,200 | $ 100 | $ 50 | $250 % prem. |
| MINING. | | | | |
| Jelebu Mining & Trading Co., Ld. | 4,500 | $ 5 | — | $7, sellers |
| Punjom & Sungkie Dua Sanatan Mining Co. | 60,000 | $ 10 | all | $23, sellers |
| Selama Tin Mining Company, Limited | 115000 | $ 5 | $ 2 | $4½, buyers |
| | 25,000 | $ 5 | $ 5 | $6 |
| Société Francaise des Charbonnages du Tonkin | 8,000 | Fcs. 500 | Fs. 500 | $550 |
| PLANTING, ETC. | | | | |
| China-Borneo Company, Limited | 7,500 | $ 100 | $ 50 | $52 |
| Darvel Bay Trading Company, Ld. | 4,000 | $ 25 | $ 8 | $10 |
| East Borneo Planting Co., Limited | 4,000 | $ 50 | $ 40 | $60 nom. |
| Labuk Planting Company, Limited | 5,000 | $ 50 | $ 10 | $14 |
| Bongei Koyah Planting Co., Ld. | 5,000 | $ 50 | $ 40 | $60 |
| H. G. Brown & Co., Limited | 6,000 | $ 50 | all | $70, sellers |
| The Lamag Planting Co., Limited | 6,000 | $ 50 | $ 25 | $40, sellers |
| HOTELS, ETC. | | | | |
| Austin Arms Hotel and Building Company, Limited | 4,000 | $ 50 | $ 25 | 5 % dis. |
| Hongkong Hotel Company, Ld. 3,000 shs. issued | 3,000 | $ 100 | all | $240 |
| Peak Hotel & Trading Co., Limited | 4,000 | $ 50 | $ 15 | $25 |
| Borneo Hotel and Stores Co., Ld. | 1,000 | $ 50 | $ 30 | $32, nom. |
| DISPENSARIES. | | | | |
| A. S. Watson & Co., Limited | 50,000 | $ — | 10 all | $22, sellers |
| Cruickshank & Co., Limited | 1,600 | $ 50 | all | par, buyers |
| LIGHTING. | | | | |
| HK. and China Gas Co., Limited | 5,100 | £ 10 | all | $130, sellers |
| *New Shares* | 1,900 | £ 10 | £ 7.10 | |
| Hongkong Electric Co., Limited | 30,000 | $ 10 | $ 2 | $7 |
| BRICK AND CEMENT. | | | | |
| Green Island Cement Co., Ld. | 20,000 | $ 50 | $ 5 | $34 |
| Hongkong Brick & Cement Co., Ld. | 4,000 | $ 25 | $17.50 | $15 |
| MISCELLANEOUS. | | | | |
| A. G. Gordon & Co., Limited | 6,000 | $ 25 | $ 20 | $20 |
| Campbell, Moore & Co., Limited | 1,200 | $ 10 | all | $11 |
| Geo. Fenwick & Co., Limited | 6,000 | $ 25 | $ 25 | $30 |
| Hong Kong Ice Company, Ld. | 500 | $ 50 | all | $30, nominal |
| Hongkong Dairy Farm Co. | 3,000 | $ 10 | all | $18 |
| Hongkong Ice Company, Limited | 5,000 | $ 25 | all | $110 |
| H'kong Rope Manufactory Co., Ld | 3,000 | $ 50 | all | nominal. |
| Marinburk Furniture Co., Ld. | 3,000 | $ 25 | $ 6 | $7 |

| LOANS. | Amount. | Value. | Interest. | Quotation. |
|---|---|---|---|---|
| Chinese Imperial 1881 | $1,394,700.14 | $500 | 8 % p. annum | 3 % prem., nominal. |
| " 1883 | $1,594,700.14 | $500 | 8 " " | 5 % prem. " |
| " 1886 | Tls. 767,200 | Tls. 250 | 7 " " | 14 % prem. " |
| DEBENTURES. | | | | |
| Hongkong Hotel Mortgage Debentures, 1889 | $ 400,000.00 | $500 | 6 " prem. | $501 |

## MEMOS. FOR TO-MORROW

### Shipping.

Daylight.—*Airlie* leaves for Sydney, &c.
Noon.—*Kwongsang* leaves for T'tsin, &c.
Noon.—*Bayern* leaves for Shanghai.
Noon.—*General Werder* leaves for Yokohama, &c.
3 p.m.—*Gaw Quan Sia* leaves for Yokohama, &c.
4 p.m.—*Kent* leaves for Queensland Ports, &c.
5 p.m.—*Zafiro* leaves for Manila, &c.

### Miscellaneous.

Goods per *Glengyle* undelivered after this date subject to rent.

Goods per *Lydia* undelivered after this date subject to rent.

## General Memoranda.

SATURDAY, September 7:—
12.30 p.m.—Meeting of H. G. Brown & Ld., Co., at Messrs Gibb, Livingston & Co.'s Offices.
4.15 p.m.—Competition of the H.K. Rifle Association.
9 p.m.—Performance at the City Hall.

MONDAY, September 9:—
Claims against the *Melpomene* must be sent in to Messrs David Sassoon, Sons & Co., before Noon this date.
4 p.m.—Meeting of Shareholders of the China Traders' Insurance Co., Ltd., at Head Office.
Goods per *Arratoon Apcar* undelivered after this date subject to rent.
Goods per *Gaw Quan Sia* undelivered after this date subject to rent.

WEDNESDAY, September 11:—
Noon.—Auction of Sundries at H. M. Naval Yard.
Goods per *Bayern* undelivered after this date subject to rent.

THURSDAY, September 12:—
4 p.m.—Auction of Valuable Central Building Land.

TUESDAY, September 17:—
Noon.—Meeting of The Shameen Hotel and Land Co., Ltd., at No. 2, D'Aguilar Street.

NOTICE.

A. S. WATSON & Co., LD.

FLOWER and VEGETABLE SEEDS.

Season 1889-1890.

WE Have just received our New Season's importations direct from the best GROWERS in ENGLAND, FRANCE, and GERMANY, and are now prepared to execute all Orders received for same with prompt and careful attention.

DESCRIPTIVE CATALOGUES

for ordering from (containing hints for gardening) will be sent post free on application.

ORDERS FROM ONE PERSON $5 TO $10 ALLOWED 25 PER CENT. DISCOUNT.

ORDERS FROM ONE PERSON OVER $10 ALLOWED AN EXTRA 5 PER CENT. DISCOUNT.

SINGLE PACKETS AT LIST PRICES.

WE GUARANTEE

*That all seeds sold by us shall prove to be as represented, to the extent that should they not do so, we will replace them or send other seeds to the same value.* But we cannot guarantee the crop any further than the above offer, as there are so many causes which operate unfavourably in the germination of seeds in a tropical climate, over which we have no control. Among the causes of failure may be mentioned unfavourable weather, which is one of the most important. The soil may be in proper condition when the seed is planted, but the weather which follows may be too wet, which will cause the seed to rot; or it may be too hot and dry, which destroys the germ before it shows itself. The soil may also be unfavourable for the variety of seed planted. And lastly, the seeds may be and are frequently destroyed by vermin of various kinds. Such occurrences are beyond the power of man to prevent, and for which we cannot be responsible.

Hongkong, 4th September, 1889.

WATSON'S
PATENT DESSICATING
OR
DRYING BOTTLES.

WE Beg to call special attention to our NEW PATENT DRYING BOTTLES which have been specially designed and manufactured for us.

By the use of these Bottles, CIGARS, SEEDS, and GOODS of all kinds, which are susceptible to the destroying influences of moisture can be kept in good and perfect condition.

Whenever or wherever the atmosphere is *surcharged with moisture these Bottles will* be found invaluable.

A. S. WATSON & Co., LIMITED.
THE HONGKONG DISPENSARY.

Hongkong, September 4, 1889. 1717

☞ *The publication of this issue commenced at 7.35 p.m.*

# The China Mail.

HONGKONG, WEDNESDAY, SEPTEMBER 4, 1889.

FLATTERERS are not always the best friends and are often very inconvenient people. These were doubtless the thoughts which passed through the mind of the Hon. C. P. Chater when he read the rigmarole entitled 'Hongkong and its Future, by one of its makers,' &c., which appeared the other day from the pen of Mr Henry Norman. The writer is a gentleman who was despatched by the *Pall Mall Gazette* with a great flourish of trumpets about two years ago on a voyage round the world, to interview Emperors and Kings, to hob-nob with leading statesmen and learn from them the secret springs of their action, to ascertain the needs and aspirations of the peoples from direct sources, to inquire into the resources and prospects of the British colonies, their local history and their feelings towards the mother-country, and to do a hundred and one other marvellous things which it would take too long to mention. Mr Norman, once started on his travels, found, we suppose, the realisation of this grandiose programme somewhat more difficult than he imagined when seated at his desk in the *Pall Mall* office. Emperors, kings and statesmen would not unbosom themselves, and the travelling commissioner was obliged to serve up to his patrons a *rechauffée* of globe-trotters' descriptions, spiced with some sensational incidents of a more or less strange character. Of the accuracy of some of these descriptions we are not in a position to speak, but of certain effusions dealing with the Far East we can say this—that accuracy was in inverse proportion to sensation. Not many years ago a Frenchman wrote a book on China, which was very delightful reading. It was not of the ponderous sort which only students of sociology or ancient history would tackle, but light, airy, sparkling, such as a boulvardier might take pleasure in reading as he sipped his coffee at the café. It was a very readable book, the only fault it had was its title. The word 'China' ought to have been omitted. We do not say that the letters of Mr Henry Norman contain so large a proportion of the imaginative as the work of the facile Frenchman, but his descriptions are almost equally misleading. His first article on Hongkong was simply a caricature of the place, and his subsequent effusions must have appeared ridiculous to every one who has lived for a short time in the Colony. And it could not well be otherwise. The 'Commissioner' stays here a few weeks, makes the acquaintance of several residents who talk to him of what is going on in the Colony. With no knowledge of the past history of Hongkong, and with no experience such as is gained by prolonged residence in the place, he falls into the error of assuming that the impressions and sentiments of the hour are permanent characteristics, and that the Colony, its residents and its work must be such as they appear to a passer through on a steaming day in July.

We do not refer to Mr Norman's description of Mr Chater's work with the object of dimming the reputation of the honorable gentleman. Mr Chater during the last few years has been at the head of all the most important financial movements in the Colony, and most of his undertakings have materially advanced the prosperity of the Colony. His great scheme for the reclamation of the Praya was drawn out with the skill of a master hand, and the energy and shrewdness he displayed in carrying it through won the admiration even of those who did not approve of its most ingenious financial arrangement. But, no really great man likes to be flattered; and Mr Chater, although he has been accustomed to a good deal of fawning subserviency from our contemporaries, must have been annoyed to find himself hoisted above all the pioneers of Hongkong, men who had ten-fold more obstacles to overcome than Mr Chater. Hongkong was not a barren rock when he came forward in the financial arena, but was already a flourishing commercial city. Nobody deserves better the expression 'Maker of Hongkong' than the Hon. C. P. Chater, writes the *Pall Mall* 'travelling commissioner.' What of the Jardines, the Gibbs, the Sassoons, P. & O., the Holts, &c., &c.? Must they all hide their diminished heads? Does the skill of making profitable land investments so far surpass the enterprise of the great shipping firms, which has pre-eminently *made* the commercial prosperity of this Colony?

When the Praya Reclamation scheme is finished, Hongkong will have received an important extension and its architectural appearance will, we hope, be greatly improved. Although Mr Chater will in all probability receive a handsome reward from his extended lots for the conception and execution of this scheme, few will begrudge him the honour of knighthood, which is doubtless the form in which 'the Home Government will express its thanks.' He deserves the honour fully as well as many who enjoy it at the present moment. But the most successful men occasionally make misses, and were it not that we presume Mr Norman was almost totally ignorant of the subject he was writing about, we should be inclined to consider his reference to Mr Chater's enterprise in the matter of the *Ardpay* as refined sarcasm. The poor 'commissioner,' however, meant well in all that he said, being ignorant of the fact that Mr Chater must have already spent more money in the experiments at Batangan than the Dock Company was prepared to accept to take the vessel off and put her in A 1 condition. It is not for us to pry into the secret springs of men's actions, but the history of this affair and the project he has conceived of starting a Patent Slip Company would lead one to conjecture that there was some other motive at work than commercial enterprise and the desire to benefit Hongkong. Here we have a Dock Company with large docks and big plant, capable, on the admission of every one, of doing far more work than it is likely to get for many years to come. Of competition there is no lack. There are docks at Nagasaki, Shanghai, Singapore, Amoy, &c., all competing with Hongkong, and the Japanese Government are about to construct a large new dock near Yokohama. Under these circumstances the Dock Company will have a pretty hard struggle to retain its position, and get its docks fairly well filled, and yet Mr Chater comes forward with an opposition company to divide the profit. Of course he has as good a right to earn a profit out of repairing ships as the Dock Company, but he can scarcely claim that his object is to keep all the work here, as it will be many a long year before the Dock Company is compelled to refuse orders. And seeing Mr Chater is so enthusiastic for the welfare of Hongkong, could he not find some means of employing his capital in ways which would bring a positive increase of business to the Colony instead of competing for business that already exists? Can it be, as has been sometimes hinted, that Mr Chater has a grudge at the Dock Co. because one of his rivals happens to be a large shareholder? We can hardly think so, for to start an enterprise on such a motive would not be worthy of Mr Chater's honorable record, and he, we are sure, better than most others must know that schemes laid on such a foundation generally come to grief. Fortune is a fickle jade, and luck sometimes takes unexpected turns.

## TELEGRAM.

(*Via Southern Line.*)

MEETING OF STRIKERS IN HYDE-PARK.

LONDON, 1st Sept.

An orderly conducted meeting, at which 150,000 persons, interested were present, was held in Hyde Park. Speakers declared the strike would be persevered in, unless the demands made were complied with.

POLITICAL.

Parliament is prorogued.

## LOCAL AND GENERAL.

PASSED SUEZ CANAL.

OUTWARD BOUND:—*Herangate*, August 9; *Loertes, Niobe, Yuensang*, 13; *Palinurus, Claymore, Trifels, Maria Teresa, Metapedia*, 16; *Natal, Palamed, Malabar, Collingham*, 20; *Glengarry*, 23; *Ajax, Moyune, Bellona*, 27.

HOMEWARD BOUND:—*Cambodia*, July 26; *Aberdeen*, August 6; *Glenfruin*, 16; *Aglaia*, 23; *Chingwo, Denbighshire Deucalion, Djemnah, Glaucus*, 27.

The P. M. Co.'s s.s. *City of Peking*, with the AMERICAN MAIL of Aug. 13th, left Yokohama on Tuesday, Sept. 3rd, at daylight, and may be expected here on or about Sunday, the 8th Sept.

The s. s. *Natal*, with the FRENCH MAIL of August 10, left Singapore on Wednesday, the 4th instant, at 5 a.m., and may be expected here on Tuesday, the 10th instant. This Packet brings replies to letters despatched from Hongkong on June 29.

The Canadian Pacific s. s. *Port Augusta* left Vancouver for Japan, &c., on the 23rd Aug.

The P. & O. s. s. *Khiva*, from Bombay, left Singapore for this port on the 2nd inst., and may be expected here on or about the 8th inst.

The s.s. *Cardiganshire*, from Europe, left Singapore on the 3rd inst., and may be expected here on or about the 9th inst.

THE stonecutters' strike appears to be now at an end, the men having resumed work yesterday on the old terms.

WE understand that a memorial to the Queen is being prepared protesting against some of the objectionable clauses of the Praya Reclamation Bill.

DR. Doberck writes to-day:—The barometer has fallen except in Japan, and gradients are slight. Cloudy, warm and rather dry weather prevails.

THREE seamen belonging to the Brazilian man-of-war *Almirante Barosso* were brought before Mr Wodehouse to-day on a charge of creating a disturbance and assaulting Police Sergeant Hadden and Constable Crawford. The defendants were drinking in the 'Globe Hotel' yesterday, and a disturbance arose in consequence of one of them refusing to pay for his beer. The police were called in and a scrimmage ensued. One of the defendants was fined $5, the other two being mulcted in the sum of $2 each.

IN connection with the case in which Mr Robinson fined a man one cent yesterday for being in possession of opium without a permit, Mr Dennys applied to his Worship this morning, on behalf of the Opium Farmer, for a rehearing. The fines in these cases of course go to the Opium Farmer, as well as the forfeited opium, and he naturally thinks the principle of imposing such a very small fine as one cent in a case where his rights have been infringed will have an unhealthy effect on his profits. The application for a rehearing was not granted, but his Worship said the reason why he had been so lenient in this instance was because he understood the case was put as one that did not call for more than a nominal penalty.

THE rumour of a rising of Hakkas in the Sun-ning District, which we noticed yesterday, appears to be founded on fact. From further information on the subject to hand to-day, we learn that the scene of the disturbance is Teo Chung. It is said that the rebellious Hakkas number 10,000, all of whom are armed with weapons of one kind or another, but this number is probably a good deal exaggerated. That the affair has assumed a serious aspect, however, is evident from the fact that the Viceroy has sent an armed flotilla and several thousands of soldiers to quell the rising. Some fifteen steam-launches have been chartered by the Chinese Government from Hongkong to carry arms, ammunition and provisions to the disturbed district.

APROPOS of the Prince of Wales's supposed views on the subject of the Union, a London correspondent states that Mr. Parnell is aware of them, and that he has consequently supported the increased grants and used his influence with his party to induce them to do likewise. Mr Parnell and the Prince have met more than once in the somewhat exclusive but luxurious rooms of the Marlborough Club.

ACCORDING to a society paper, luncheon is to take the place of late dinner as a social function. As time goes on, the dinner will become merely a light supper; and fashionable people, recurring to the habits of their forefathers, will take their most serious meal in the middle of the day. This is likely enough, no doubt, unless society adopts Mr Lewis Carroll's hint and gets into the habit of dining next day; but the institution of a heavy luncheon will hardly suit the great middle class, which works with its head. The idler may lunch well and wisely at 2 p.m., but not the busy man.

THE NEW 12-POUNDER GUN.—We are fully justified in affirming that the new 12-pounder gun is not merely equal but superior to any field-gun in Europe. A good gun is not, however, the only condition of success; and if the powder of modern shrapnel fire is to be fully developed on the next field of battle, it remains to take care that the organisation and tactical training of the *personnel* are such as to guarantee the best possible results being obtained from a *matériel* which the efforts of science have laboured so long and so successfully to perfect.—*Army and Navy Gazette.*

GOVERNOR Sir A. E. Havelock—we now learn authoritatively—does not come out to Ceylon before the middle of next year. Sir Arthur Gordon fixed that term to his administration some time ago, and it was with the full knowledge of the fact that Lord Knutsford had appointed his successor. But there has really been no departure from precedent; for Sir Arthur Gordon himself was nominated some ten or eleven months before he took up the reins of Government here; and no doubt Lord Knutsford, as we hinted before, was desirous of being spared further inquiries and applications by settling at this time, who was to be the next Governor of the first of Crown Colonies.—*Ceylon Observer.*

BANKING business at home has been in a very satisfactory condition during the past half year. The nine principal purely London Joint Stock Banks have made £70,000 more during the six months than they did during the corresponding period of last year. The margin between the rate they have allowed for deposits and the charge they have made for advances has been greater. Nevertheless, business is not as good in this respect as it was some years ago. The capital has increased, but the percentage of profits has decreased. Only one of these nine joint stock banks,—the London and South Western,—pays a larger dividend than in 1882. The capital and reserve fund of the London and Westminster have been increased by nearly a million and a half sterling within the past seven years, yet its net profit is £2,000 less this year than it was for the corresponding half-year in 1882, and its dividend is two per cent. less.

THE Hotel quarter of London has been gradually shifting southward and westwards. Time was when Holborn was its centre; then it moved to Covent Garden: then to Bond-street and Piccadilly; later to Charing-cross; and now it seems to have gone to Northumberland-avenue and the Thames Embankment. The opening of the magnificent new Savoy Hotel establishes another splendid 'caravanserai'—as the lady novelists used to say—on our riverside boulevard. The Savoy Hotel stands on what may lay some claim to the much-abused title of the noblest site in Europe. The view of the river, Somerset House, and the bridges, and Westminster building, is absolutely unique; and if the Lambeth factories and the railway stations are not ideally beautiful they add a distinctiveness and character of their own. The Savoy Hotel, with its magnificent provision of space, air, and light, should do as well as most of its even larger and more sumptuous rivals. The foreigner and the stranger will be glad to spend his sojourn in the metropolis in so noble a position. As for the Londoner, he is not greatly interested in hotels; but he may be at least gratified to think that the splendid desert of the Thames Embankment is at last being lined with stately and handsome buildings.

WRITING of Shanghai, Mr A. Melville White, of Colombo, says:—And now as to tea. There is no doubt that buyers in China are well aware of the danger to their tea trade from the increase in production in India and Ceylon, but especially Ceylon. I spent some time with the gentleman in charge of the tea department of a large firm in Shanghai, and we tasted together a lot of best China teas and some Ceylons which I had. The Chinas were valued at about double what I believe to be the value of the Ceylons, but my friend admitted the Ceylons were about as good in leaf, and about 6d. better in infusion. As regards liquor I don't quite know what to say; for the two teas are so unlike. I have never yet seen a China tea with the sharpness, pungency, and strength of Ceylon, and there were no exceptions (though one of the China teas was valued as high as 2/ per lb. in London). Nor was I able to see much difference in flavour; but the dry leaf China had an aroma which we can't approach in Ceylon. Is that acquired artificially? Tea buyers in China are apparently in complete ignorance as to how their tea is grown and manufactured, and I could not elicit any facts as to how China tea was so lacking in 'grip,' or how its (supposed) keeping qualities were imparted or acquired. Another feature which struck my friend and myself was the much brighter liquor of the Ceylons. I think that possibly the firing has something to do with this as well as with the keeping qualities and the 'softness' of China teas. But facts are not to be had (I am speaking of black teas of course). One fact I did elicit, unimportant as it may seem, and that is that the American market demands a package not larger than our half-chests and neatly put up in straw matting. Curiously enough this has been confirmed by a gentleman I have met on board this ship, a tea buyer for a Montreal firm travelling for his health. Query, would it be very expensive to import that matting of a size suitable to our chests, or could it be purchased cheaper locally? It seems a small matter, but it is not one which Chinese merchants overlook, and why should we? The gentleman above referred to assures me that the use of Ceylon tea is rapidly spreading in the States and Canada, and he does not think there will be much actual opposition to its introduction, but he maintains the Americans won't be forced into anything. However, I think he was just 'blowing off' a little, and I hope to get something more out of him. Just before starting from Shanghai, a gentleman quite unexpectedly called on me with a view to introducing Ceylon tea to Shanghai, but I had not time to go fully into the matter with him, and could not do more than refer him to our Tea Fund Committee.

THE very latest Society riddle is said to be as follows:—Why is Mr Gladstone like an organ grinder?—Because he endeavours to bring Harmony out of Revolution.

LORD Robert Cecil, the Prime Minister's second son, who held a brief in the case of O'Brien *v.* Salisbury, is a member of the Northern Circuit. He has gone to the bar, meaning real business, and bids fair to make a very good lawyer. Let us hope that his father's famous sneer at 'the attorneys' will not be visited upon the son, who gains the respect and good opinion of all who know him, however much they may differ from him in politics.

NAVAL SHIPBUILDING.—The First Lord's remarks upon naval shipbuilding are worth repeating:—'To maintain a very large army entails a two fold demand upon the industries of the country. To have a large army such as those maintained on the Continent necessitates conscription, and conscription means the annual taking away of a large number of men from industrial pursuits, besides throwing the cost of their maintenance upon those who remain in industrial employment. But in naval expenditure an entirely different aspect is put upon the disbursements which are made. The great bulk of expenditure in the Navy goes in the cost of providing additional ships and other equipments. All that money is spent in England, and it simply takes the shape of accelerating and encouraging our first national industry—the building of ships. Therefore the additional naval expenditure, which for this and the next four years the public has been asked to bear, all will go back into the pockets of Englishmen, and tend to promote and increase that origin of our greatness—namely, the shipbuilding industries of the country.'

## SANITARY BOARD

The Sanitary Board met this afternoon. There were present:—The Surveyor General (Hon. S. Brown), President; Major-General Gordon, Vice-President; Mr J. J. Francis, Mr N. J. Ede, Dr Ho Kai, The Acting Registrar General (Hon. N. G. Mitchell-Innes), Hon. Wong Shing, and the Sanitary Superintendent (Mr H. McCallum).

Mr Cooper, the Sanitary Surveyor, and Mr Leigh of Messrs Danby and Leigh, were again present.

THE ENFORCEMENT OF THE BOARD'S BY-LAWS.

Consideration of the correspondence on this subject between Messrs Danby and Leigh and the Sanitary Surveyor, left over from last meeting, was resumed.

The Secretary read the portion of the correspondence in question relating to the laying of drains on inland lot 1093 and other two lots.

Mr Francis suggested that Mr Leigh should be asked what remarks he had to make on the subject.

The President said they would be glad to hear Mr Leigh.

Mr Leigh said he sent a notice on the 9th June to the Sanitary Surveyor, accompanied with plans in duplicate, with regard to the laying of the drains in lot 1093. Of this he received an acknowledgment; and as he had had his attention called to the necessity for strict observance of the by-laws he might take the opportunity to remark that this reply was not in accordance with these by-laws, inasmuch as it did not state whether the plans sent were approved or not as, according to by-law 3, it ought to have done. On the 14th July he sent the usual printed notice stating that portions of the drains were ready for inspection. To that he added a special note, stating that it was very necessary that these drains should be covered in as early as possible, and requesting that the inspection should be made at once. The drain in question was laid along the top of a high bank which had caused a great deal of trouble and which was the subject of litigation at present between his client and the adjoining proprietor, and as it was a matter in which thousands of dollars were involved it was of the utmost importance that the drain should not be left uncovered longer than was absolutely necessary. It was however seven days after this when he got the reply from the Sanitary Surveyor, and that was a letter requesting that the drain should be re-opened as a portion had not been inspected. The by-laws said the inspection should take place within three days of the time notice was given, and in the meantime, and as it was a matter of such importance to have the drains covered, he gave instructions that it should be done. He submitted to the Board that inspection of the work as it progressed was a reasonable thing to ask in such a case. He wished to point out to the Board that it was not his object to lay drains badly; his object was to lay them well, and the quicker and better they could be laid the better for him. He had asked his overseer if the drain had been inspected, and he was told it was all right with the exception of one manhole. He was not aware to this day what objection there was to the drains, as he had nothing before him to show it. Therefore at the end of the three days he instructed them to be covered in.

The President said he thought they ought to ask Mr Cooper what he had to say in reference to this question after Mr Leigh's explanation.

Mr Cooper said that the notice sent in referred to only a portion of the drain, and he had never received another notice nor had any opportunity of seeing the drain, so that it was impossible to say what was required to be done. It was quite true that the notice requested inspection of the work as it proceeded, but he could not be at the works all day to see the pipes put in. If they did a day's work and then asked him to inspect it he was perfectly willing to do so at once, but he thought it was unreasonable to expect that he should be there all the time the work was proceeding.

Mr Francis said he was afraid that the Board was probably more to blame in its inexperience than the Sanitary Surveyor or Messrs Danby and Leigh. There was a great deal in what Mr Leigh said as to the difficulties in carrying out these works, and he was afraid that when the Board were preparing the by-laws they overlooked the point that notice ought to be in some way given to the owner when the Sanitary Surveyor made the inspection, and what defects there were found to be. He should be very glad indeed—as it was difficult to say which party was to blame in the existing circumstances—if the Board could see its way to allow this drain also to pass, if Mr Cooper said it mightly safely be done without being opened up. He was afraid it might be rather a difficult job to open it up now, considering what Mr Leigh had said. As they might see by the resolutions on the card, he was to propose that some steps be taken which would possibly obviate anything of this kind in future.

Mr Cooper said as he had had no opportunity of ever seeing the lower portion of the drain, he could not say whether it might safely be allowed to pass.

Mr Leigh, in reply to Mr Francis, said the whole length of the drain was under concrete.

Mr Francis thought Mr Cooper's suggestion about inspecting the portions of the work day by day as they were completed was a reasonable one.

Mr Leigh said in that case he would have to be sending notices every morning.

Mr Francis—That is exactly what Mr Cooper says. I think it is quite reasonable.

Mr Leigh said that could not be done in every case.

Mr Francis said it could not be helped; it was a necessity of the case.

Mr Leigh said he thought the request he made in this case was a reasonable one. He reminded the Board that the whole Public Health Ordinance was intended to be carried out as carefully as possible, as the Governor had publicly stated when it was introduced, and he thought that to carry it out in the manner he complained of was contrary to the spirit of the measure. If the Sanitary Surveyor had given him notice in this case that he could not inspect the work at the time he was requested to do so, he (Mr Leigh) would have delayed the work; but he got no such notice. If he (the Sanitary Surveyor) had said such and such a portion had been inspected and might be covered up, or such and such a thing required to be done, that would have been satisfactory, but to cut up the whole drain now—a drain situated on such a ticklish bank—for one connection or one manhole, was not right.

After some conversation of a desultory kind,

The President said—What is really the present question is to arrive at some decision as to what is to be done in regard to this lot 1093. The question we have at present before us is not as to whether the by-laws are what they should be or not. At present they are the laws by which we are governed, and I don't see how we can go on at all except to enforce the laws in a reasonable spirit and have them carried out. I think the question as to whether these by-laws require modification is a separate matter and can be dealt with afterwards, as it ought to be. I may say that the recent correspondence with Messrs Danby and Leigh and other facts which have come to my knowledge as Surveyor General appear to indicate that the gentlemen referred to, and possibly others, are of opinion that the by-laws made respecting the inspection of Sanitary works are capable of improvement in detail. As this is a view with which I am not disposed to disagree I would suggest that the section of the Community directly interested in this part of the Public Health Ordinance be invited to send in to the Secretary of the Sanitary Board for submission to the Board any suggestions they may wish to make for the amendment of the by-laws. If we hear the views of engineers and architects and others interested, the whole matter should be brought before the Board, and probably the most convenient course would be to submit this question to the same committee who drafted the by-laws. That is a matter of course for the Board to deal with, but if we know exactly the points that require amendment we should be in a much better position for dealing with the question. Well, that can be dealt with afterwards: the point before us now is as to what course is to be adopted as regards this lot.

Mr Francis moved that under the circumstances the drains of lot No. 1093 be passed.

The Acting Registrar General asked whether the Sanitary Surveyor was prepared to state there was no danger.

Mr Cooper—I take no responsibility at all.

Mr Ede suggested that the motion should read that orders be made to re-open the drains. Then the responsibility of sanctioning the drains would be taken from the Sanitary Board. He pointed out that the by-laws did not authorise the owner or his agent to close the drains after three days. What was said was that three clear days' notice should be given.

Mr Leigh—Then there would be an absolutely indefinite time for inspection.

The President said the Board would be establishing a very dangerous precedent and encouraging other builders to put in drains as they liked and cover them up, if they allowed the drains to remain without inspection just as if there were no Sanitary Board and no Public Health Ordinance in existence.

The Registrar General said it was the Board's duty to safeguard the health of the Colony and it ought not to pass drains without their being inspected, trusting to good luck that there will be no bad smell.

Major-General Gordon could not support Mr Francis' motion without an assurance from the Sanitary Surveyor that the effect of not opening the drains for inspection would not be injurious to public health.

Mr Francis said he was as strongly as any member in favour of enforcing the by-laws, but as their by-laws were not satisfactory, and Mr Cooper was to some extent in fault in not communicating sooner with Messrs Danby and Leigh, the Board should not enforce the rules and regulations. The power that made the law could dispense with it.

The Chairman—Even legislators, as long as the law exists, must obey it and cannot dispense with it.

Mr Cooper, again pressed to say if he could give an assurance that there would be no danger, said he could not do so. He had had no opportunity of seeing the drains.

The President suggested a *via media* that the Sanitary Surveyor be instructed to carry out the inspection with as little inconvenience as possible to Messrs Danby and Leigh.

Mr Leigh said that he had no objections if openings were made at only one or two places.

After some further discussion it was agreed that Mr Leigh and Mr Cooper should arrange together as to the best means of inspecting the drains with the least inconvenience and expense, the further consideration of the question being meantime postponed by the Board for a week.

MR FRANCIS' RESOLUTIONS.

Mr Francis said that considering what had taken place and the letter of the Governor indicating an *ad interim* state of affairs, he did not intend to propose the first resolution—'That the Sanitary Surveyor be directed to make all inspections of drains personally and not by deputy.' The correspondence, however, which had been laid before them showed that the Sanitary Surveyor for some time past had been performing his work by means of overseers. Now the Board had absolutely no knowledge of these overseers, and never sanctioned the performance of the Sanitary Surveyor's duties by deputy. He sincerely hoped the Governor's letter indicated the beginning of a new state of affairs. He believed the neglect to inform them was an oversight due to the fact that the existence of a semi-independent body was such a novelty in this Colony that the Government did not know well what to do. Would not even a head of a department complain if one of his subordinates were taken away and other duties imposed upon him without intimation. Yet this was what was done to the Board. The Sanitary Surveyor was given two or three other offices and it was inconsequence of this that it was necessary to get him assistants. Doubtless in its present condition it was absolutely necessary for the P. W. D. to get the assistance of Mr Cooper, but the Board ought certainly to have been consulted and the Board informed of the qualifications of the assistants. His second resolution was 'That the Sanitary Surveyor when about to inspect drains give notice to the owner or to the architect of the time when he proposes to make the inspection.' The Leigh correspondence must have shown the absolute necessity of such instructions. If the Architects or some responsible party did not attend after notice was given they could not complain if they were asked to open up their drains. The third resolution he asked leave to withdraw.

Mr Ede seconded Mr Francis' resolution.

The Registrar General said that as the by-laws were to be referred to the community or those interested they should wait till the suggestions came in and amend altogether.

The President said the only objection he had was that the Sanitary Surveyor might be asked to inspect every section of a drain and that would entail an enormous work.

Finally it was agreed to slightly alter Mr Francis' motion so that it should not read that the Sanitary Surveyor himself should necessarily be present at the inpection.

The Board then adjourned to this day week.

## CHINESE NOTES.

The *Chung-ngoi-san-pu* says, 'the Barrister Robinson entered on his duties of acting Magistrate on the 2nd inst., and disposed of several cases in a brilliant manner which gained universal praise. The ancient Kwang Pu who governed his prefecture without exciting a murmur was not equal to this officer, whose punishments are such as to make not complaining a matter of course. We humbly beg to pronounce a blessing on the Barrister.'

The *Chung-ngoi-san-pu* has lately given much of its space to the recording of spiritual marvels: and now its leaders are devoted to such fine questions as whether the thunder god ever sleeps, whether ghosts have any visible shape or audible voice, whether men of paper can enjoy a pipe of Opium, &c.

The following Chinese couplet, about 700 years old, would be a good motto for the progressive party of to-day:—

格物可爲邦舊說今難試

'The science' of the West may yet be serviceable to the nation.

The prattle of the past is hardly practicable in the present.'

## THE YELLOW RIVER IN SHANTUNG.

The following letter in the *N. C. Daily News* from Mr Gilbert Reid, who may be said to have foretold the recent outbreak of the Yellow River, will doubtless be found very interesting:—

Sir,—In various numbers of your journal, you have discussed some very important questions touching the improvement of China and especially the regulation of the Yellow River. In one number you urge the improvement or inaugurating under skilled foreigners of a system of irrigation, and the suggestion is deserving of notice. It is especially on the application of such a system to the waters of the Yellow River that I wish to offer a few comments. 'The tanks,' you say, 'would be lakes which would be large enough to receive the additional water which the Yellow River brings down at the time of its four annual freshets.' This method of utilising the overflow is no doubt a possible and desirable one, and so in a previous letter on this topic I referred to the use of the waters by means of canals connected with locks. But whether tanks, lakes or canals, or all three, it should never be forgotten that such a method could only be a temporary one, so long as the waters of the river remain constituted as they are at present. The Yellow river is not an ordinary river, for its leading feature is not its wandering course or its swift current but its mass of sediment brought down from the plains of Mongolia. Such waters as overflow and pass off into lakes and canals would be a temporary blessing, while a proper system of embankments was being prepared to guide the waters and the sediment all down towards the sea and the depths of the sea. In a few years the tanks and canals would be largely filled up with the sediment and so be of no use, but by that time the embankments of the River could be properly constructed and the system of irrigation could be given up so far as this one river is concerned, but applied thereafter to other streams.

You then point out the desirability of using the waters of the Yellow River as a supply to the Grand Canal. Alas, for the Canal! The Canal has already been injured by the waters of the Yellow River floods, and woe to the day when such muddy waters are still more directed to the Canal. In a few years the Canal in Shantung would be even less than it is now, unless a new one should be dug out, only to be filled up again by the ever-navage dirty-faced Yellow River.

Yes, the idea of irrigation is all important, and should be inaugurated at once; but, pray, don't use the Yellow River for any length of time, unless you desire a speedy failure or a multitude of difficulties. No, aim to carry this Mongolian River off to the plains of Mongolia or out to the depths of the mighty ocean. Then utilise all the other streams that can be found in Honan, Chihli and Shantung for a safe and desirable and permanent irrigation of the dry plains of the people.

You also ask, 'How do we know that the Yellow River embankments are sound?' We don't know; in fact, we only know they are not sound. Even the ignorant Chinese and probably the high officials have known or at least feared as much for many a past month. Anyway, they all know it now. To the north and south the calamity rests upon hundreds of villages and thousands of houses; both the inner and outer embankments on both sides have broken in various places and the country for miles around is one vast lake. First came a break near to this city in the inner embankment on the north, but this water was for a time restrained by the outer and much stronger embankments. Soon in Chi-yang, and in this district of Li-chêng, the second and third of the outer embankments gave way, and then the vast waters spread out to the north-east through the Hui-min district towards the city of Wu-ting-fu and the T'u-hai river and beyond to the next province. Likewise the southern sections of the river received their share of the scourge. For a large portion, especially beyond the city of Ch'i-tung, as was previously reported, the inner embankment was practically neglected and thus useless. Then came the strain on the outer embankment on the southern side, and one time of heavy rains and winds a break was made in the section passing through Ch'i-yang and Chang-chiu, and the water then flowed off to the east through Ch'i-tung, Ching-ch'êng, Kao-yuen, P'u-t'ai, Po-hsing and So-an. The waters flow with the river called the Hsiao Ch'ing (小青河) and also further east in So-an it waters a small stream called Chih-mi-kou (稚迷溝), and by these two is passing forth to the sea. To-day I met a man from Ch'i-tung some 110 *li* from here, whose home is inside the outer embankment. I expressed my sympathy for him, but he said his place was free from water, as also the bed of the river for the most part, the water being thus scattered to the north and south, though the exact channels are not yet ascertained. In that one district there are over 800 villages covered with water from 3 to 10 feet deep.

Yesterday another break occurred in the northern embankment north-west of here in the district of Ch'i-ho, and from there is flooding north to Tu-ch'êng, P'ing-yuen and other districts.

Some of these names are already familiar to the generous donors to our famine-relief. As an official remarked, 'The water is now flooding the very place you have just been aiding.' So the relief is now lost in the midst of the water though lives were saved for the time being. The old problem is here again, and we only wait for some pathetic soul and brilliant brain to set the machine of free-relief once more a-going, or perhaps help in a more comprehensive way.

Alas, for the people! Some secured a spring harvest; many were waiting for the autumn harvest; and thousands had no harvest to wait for, except the occasional aid of some kind almoner.

Visiting the Yellow River to the north of here some three odd miles, I found the waters within a foot or two feet of the top of the embankments, and about the same height above the level of the surrounding country, and all this in spite of the breaks and the release of the waters in so many places. Why all this? Just the one trouble, to which I have adverted, viz., the sediment. If nothing is done to carry the sediment as well as the waters to the sea it must find a place in the bottom of the river or in the surrounding country. There must be openings somewhere, and if not to the sea, then to the land. This is the task, as it seems to me after repeated observations and much study.

But is the sand deposited by the river floods after all a bane? This is a question you propound in one of your numbers, and you are amazed at the contradictions. As to facts there seems a contradiction, to be sure. In some places I have visited there are strips of sand some 10 to 20 *li* wide, on which nothing can grow. In other places where floods occurred a few years since there have this spring appeared fine harvests. Now what is the explanation? Neither the one fact nor the other can be denied, but what the reason and the distinction? I offer three reasons. First, there is a greater or less amount of sand, and so called the great and the small sand (大沙, 小沙). In the former there is no chance for production except for peanuts; in the other the sand soon sinks into the soil or is scattered abroad by the wind. Secondly, as connected with the previous, it seems that when a break occurs in an embankment, the water rushes through with a swift current and following the immediate track of the current, there is deposited a vast belt of sand, while over the adjoining country, where there is practically no current, there is deposited but little sand. Thirdly, as the chief reason, the sediment or deposit is of two kinds, one consisting merely of sand, (淨沙) and the other of sand and soil united, (泥沙 淤沙). On the former there is no chance for growth, but on the latter there is.

With these suggestions on a few points, I remain,

Yours very truly,
GILBERT REID.

Chi-nan-fu, 12th Aug., 1889.

## POLICE REGULATIONS IN AFGHANISTAN.

SOME CURIOUS PUNISHMENTS.

Police regulations in a country like Afghanistan, with a notoriously turbulent population, must necessarily be severe, as may be seen from the elaborate instructions recently issued by the Amir to his Mohtasibs or Superintendents of Police. The *Ihtisab-ud-Din* implies from its title the prohibition of evil and injunctions for good deeds in accordance with religious principles. It opens with the usual praise of Mahomed and the 'true Faith,' and contains provisions directed against those backsliders who slumber in negligence, or are bound in chains of indolence, so that they may be aroused and made penitent, and behave according to the Law of God in future. The Mohtasib entrusted with the duty of arousing these slumberers and sluggards must, in the first place, be a God-fearing man of good disposition and contented, so that the people may respect him and have no hostile feeling against him. His functions are not only those of an ordinary policeman, but of a religious instructor also. Thus it is enjoined upon him that if he finds a man not efficiently performing the movements of bowing at prayers, he is to teach him these in a kind and gentle manner. If gentleness fails he is to advise and persuade the offender; and if the latter still fails to mend his ways, the Mohtasib is to 'frown upon him and speak to him in harsh terms such as "Oh! foolish man" "Oh! stupid man," but not in stronger language than this.' The next step is to force the man by physical means to bow and bend properly; then to threaten beating; then to actually beat him, and last of all to call in the aid of the soldiers. It is added that when this climax is reached, the matter should be reported to the Ruler, who will 'do the rest'—a significant phrase. The Superintendent of Police is ordered, among other things, never to threaten an offender with greater punishment than he intends to administer; not to talk unnecessarily with the people, so that they may learn to regard him with awful reverence; and not to pry into their secrets, as such action is against the Law of God. Abdur Rahman has evidently his own methods of obtaining secret information, and he does not wish his Mohtasibs to irritate the people by meddling with their private affairs.

We are too apt to think of the criminal procedure of Afghanistan as a mere summary adjustment of punishments to offences. The instructions by which the Amir's police officials are bound in the matter of flogging for instance are as explicit as those of any Local Government which has had a question asked in Parliament about its jails. Some of them too are very curious. A sealed-pattern scourge is provided; it is composed of three layers of hide, taken from the camel, the cow, and the sheep; its breadth is about four fingers (each finger measuring six barley corns of moderate size placed side by side); its width, 24 fingers in accordance with the number of letters in the Arabic formula: 'There is no God but God, and Mahomed is the messengor of God;' it must not taper at the end or have knots, and its handle must always be of olive wood. The scourging is always to be accompanied by religious invocations; the strokes are to be given with moderate force, the lash not being raised above the head. Lest the Mohtasib should wax proud, he is told that he 'must feel sorry for the offender's sin, because the Mussalmans are like one body. He should guard against any thought of his own high position and superiority over the offender, because by such deceitful means Satan wishes to make him arrogant and conceited.' An excellent injunction this, and one which might be posted up in Indian police stations. After these preliminary instructions come thirteen regulations, some of which are extremely curious. Abusive language in the public street is to be promptly taken notice of. If it is lewd abuse directed against a Syud, a learned man or a city elder, the offender is to receive twenty lashes and be fined Rs. 50; if it is used against a common person, the punishment is to be ten lashes and the fine Rs. 10. No distinction is to be drawn if the epithets refer to a man's religion: it is sufficient that a Mahomedan has been abused. The guilty person is to receive 72 lashes and 72 days' imprisonment for a first offence, a similar number of lashes and six months' confinement for the second, and to be hanged for the third. There are also special provisions for what are common oaths among English-speaking nations: the abuse of a man's eyes, soul, mouth, and the like, being an offence considered worthy of the lash and imprisonment. The possession of short weights and measures, the adulteration of food (including ghee), indecency in bathing, the administration of noxious drugs, gambling, the non-observance of fasts and neglect of prayer, bad behaviour in mosques, selling of charms, reading the Koran for charity, and other offences of a like nature are all punishable. The Mohtasib is ordered to keep a watch upon all suspicious strangers, and to fulfil the injunctions of the Ruler regarding the care of old and infirm people and young children who have not the means of subsistence. It is worthy of note that the chastity of women is particularly guarded: if a man even kiss a woman who is not his wife, he is to receive 20 lashes, and is to be placed in jail pending reference to higher authority. The regulations include directions as to marriage, and are probably more comprehensive than any in vogue in any eastern country outside Afghanistan. The Amir may be capricious and arbitrary in his own acts, but he is very thorough in his definition of the powers and methods of his officials.—*Pioneer.*

## NEWS BY THE GERMAN MAIL.

The Norddeutscher Lloyd's steamer *Bayern* arrived here last night, after a very smart run from Singapore. We take the following telegrams from our exchanges:—

THE HARVEST IN GREAT BRITAIN.

*London*, 18th August.—The heavy rains, which have lately prevailed throughout the Kingdom, and which were seriously interfering with the harvest operations, have now ceased, and the seasonable weather which has now set in has improved the prospects of the grain crops.

NEWS FROM EGYPT.

*Cairo*, 17th August.—General Sir Francis Grenfell arrived here to-day.

*Cairo*, 18th August.—The friendly tribes have captured and occupied Signat.

GENERAL BOULANGER.

*London*, 18th August.—The French Government will not demand the extradition of General Boulanger.

RUSSIA AND BULGARIA.

*London*, 17th August.—The Czar has conferred the order of Commander of the Cross of Stanislaus on Gruelf, the Bulgarian refugee, who was instrumental in the overthrow of Prince Alexander of Battenberg in Bulgaria.

COURT OF CRIMINAL APPEAL.

*London*, 17th August.—Lord Esher (Sir Balliol Brett), the Master of the Rolls, writes to *The Times* urging the establishment of a Court of Criminal Appeal.

POSTAGE TO INDIA.

*London*, 18th August.—Mr. Raikes, Postmaster General, yesterday again expressed his inability to reduce the postage to India.

THE SHAH.

*London*, 18th August.—The Shah has arrived at Stuttgart. The Grand Duke of Baden conferred the Order of Fidelity on his Majesty before his departure from that State.

THE QUEEN'S GIFT TO BISMARCK.

The Queen has sent a life-size portrait of herself to Prince Bismarck.

PRINCE ALBERT'S TOUR.

It is expected Prince Albert Victor's tour in the East will be extended to Burma.

COLLIERY EXPLOSION.

*London*, 19th August.—A colliery explosion occurred at Hanley to-day, three persons being killed.

A CHAPTER OF HORRORS.

*London*, 19th August.—A chapter of horrors is exciting interest at the week's end. The Editor of the *Londoner* killed his wife and daughter and then committed suicide at Stratford. A mother and three children have been burned to death in their house at Exmouth, and at Bromley a woman has been outraged and murdered and the body mutilated.

THE P. & O. S. S. 'PENINSULAR' ASHORE.

*London*, Aug. 18.—The mail steamer *Peninsular*, homeward-bound from Bombay, has run ashore in the Bitter Lakes, and is blocking the traffic of the Suez Canal.

*London*, Aug. 19.—The steamer *Peninsular*, which was ashore in the Bitter Lakes, has been floated off and has proceeded to Brindisi.

ENGLAND AND THE TRIPLE ALLIANCE.

*London*, Aug. 18.—In the House of Commons Mr Labouchere asked whether it was true that during the visit of the Emperor William to England the British Government promised to support the Triple Alliance against France and Russia in the event of war between the two latter Powers and the Powers forming the Alliance.

Sir James Fergusson, in reply, confirmed previous assurances he had made on the subject and said that no such engagement as that mentioned by Mr Labouchere existed. England, he said, was entirely free to do as she pleased in any eventuality.

H. M. S. 'SULTAN' ON THE ROCKS AGAIN.

*London*, Aug. 23.—During a westerly gale the ironclad *Sultan*, which was lately floated, drifted towards land, and now rests on rocks and has partly refilled with water.

COLONIAL APPOINTMENTS.

Sir Charles Mitchell has been appointed Governor of Natal, and Sir William Robinson is transferred from South to West Australia.

RAILWAY ACCIDENT IN ENGLAND.

*London*, 20th August.—An express train on the North Eastern line was derailed last night near Sunderland. One passenger was killed and many injured.

QUIET AT ZANZIBAR.

*Zanzibar*, 20th August.—The Mussalman new year's day here passed off quietly, no attack being made on the Europeans as was feared.

THE CZAR TOASTS THE AUSTRIAN EMPEROR.

*St. Petersburg*, 19th August.—The Czar gave a dejeuner yesterday in honor of the birthday of the Emperor of Austria, whose health he drank.

THE DISTURBANCES IN CRETE.

*Canea*, 19th August.—The number of Turkish troops in Crete is to be raised to thirty thousand men. Disturbances between Mahomedans and Christians are less frequent and the Island is quieting down.

THE KAISER'S JOURNEY.

*Strasburg*, 20th August.—The Emperor William arrived here to-day and met with a most cordial reception.

DYNAMITE OUTRAGE IN ROME.

*Rome*, 20th August.—A dynamite bomb was maliciously thrown through the window of a hall during a concert last night. It exploded, causing injuries, more or less serious, to eight persons.

THE TRIPLE ALLIANCE.

*London*, 17th August.—Count Kalnoky, Prince Bismarck, and Signor Crispi will hold another conference at an early date.

*Berlin*, 18th August.—The interviews here between Prince Bismarck and Count Kalnoky have led to a modification of the terms of the Austro-Germanic Treaty Alliance. As originally adopted any attack on the vital interests of either nation was to be repelled by both. In the revised treaty the terms used are 'any menace of the vital interests of either.'

SULLIVAN SENTENCED.

*London*, 18th August.—Sullivan, the pugilist, on account of the prize fight with Kilrain, has been sentenced to a year's imprisonment.

*London*, 19th August.—John L. Sullivan, the pugilist, who was sentenced to a year's imprisonment on account of his prize fight with Kilrain, having appealed against his conviction, has been admitted to bail.

THE CZAR'S TOUR.

*St. Petersburg*, 18th August.—The Czar starts for Copenhagen on the 23rd instant, and thence proceeds to Potsdam on the 16th September.

THE DISMISSAL OF BOULANGIST OFFICERS.

*Paris*, 31st August.—Freycinet, Minister for War, has informed the Cabinet that only one hundred and two officers of the French Army who are notorious Boulangists have been cashiered or otherwise punished.

THE NAVAL MANŒUVRES.

*London*, 19th August.—Admiral Tryon has captured three ships belonging to Admiral Baird's attacking fleet off Ushant. Two turret ships, two gunboats, and three torpedo vessels are guarding the mouth of the Thames, owing to a rumour that Admiral Baird contemplated an attack on the port of London.

*London*, 20th August.—Admiral Tryon has succeeded in blockading Admiral Baird and eight ships belonging to the attacking squadron at Queenstown; three ships however managed to run the blockade to-day and escaped.

*London*, 20th August.—Frequent minor accidents continue to occur in connection with the naval manœuvres, which, thus far, have not been very interesting. Numerous smaller craft along the coast have been damaged by coming into collision with the men-of-war.

*London*, August 23.—Admiral Tryon's main squadron has gone to Milford Haven, but certain cruisers have been left at sea, to act as scouts. Admiral Baird has left Queenstown: his destination is however unknown.

## Quotations.

HONGKONG, September 4.

| | | |
|---|---|---|
| OPIUM—New Patna, cash, | | 560 |
| " Old " | cash, | 545 |
| " New Benares, cash, | | 545 |
| " Old " | cash, | 541½ |
| " New Malwa, cash, | | 570 |
| " Allowance, Taels, | | 8/24 |
| " Old Malwa, cash, | | 600/610 |
| " Allowance, Taels | | 32/48 |
| " Persian, Oily, cash | | 520/530 |
| " Allowance, Taels | | 16/32 |
| " Persian, Paper tied | | 540/550 |
| " Allowance, Taels | | 16/48 |

## Exchange.

HONGKONG, September 4.

| | |
|---|---|
| On London— | |
| Bank, Wire, | 3/0⅝ |
| " On demand, | 3/0⅝ |
| " 30 days' sight, | 3/0⅝ |
| " 4 months' sight, | 3/1 |
| Credits, 4 " | 3/1½ |
| Documentary, 4 months' sight, | 3/1½ |
| On Paris— | |
| On demand, | 3.85 |
| Credits, 4 months' sight, | 3.93 |
| On New York— | |
| On demand, | 74½ |
| Credits, 60 days' sight, | 75½ |
| On Bombay— | |
| Wire, | 224½ |
| On demand, | 225 |
| On Calcutta— | |
| Wire, | 224½ |
| On demand, | 225 |
| On Shanghai— | |
| On demand, | 72 |
| 30 days' sight, private, | 72½ |
| Gold Leaf, 100 fine | 34.00 |
| Sovereigns, | 36.45 |

## Temperature.

(*Taken at Messrs Falconer & Co.'s Premises, Queen's Road.*)

| | | |
|---|---|---|
| BAROMETER— | 9 A.M. | 29.93 |
| Do. | 1 P.M. | 29.89 |
| Do. | 4 P.M. | 29.86 |
| THERMOMETER— | 9 A.M. | 86 |
| Do. | 1 P.M. | 88 |
| Do. | 4 P.M. | 88 |
| Do. | (Wet bulb) 9 A.M. | 81 |
| Do. | Do. 1 P.M. | 82 |
| Do. | Do. 4 P.M. | 82 |
| Do. | Maximum | 89 |
| Do. | Minimum | 83 |

METEOROLOGICAL REGISTER AT 4 P.M. TO-DAY.

| | |
|---|---|
| Barometer | 29.83 |
| Temperature | 87 |
| Damp Bulb | 79 |
| Direction of Wind | S.W. |
| Force | 1 |
| Weather | 8 |
| Rain-fall | — |

Hongkong Observatory, Sept. 4, 1889.

## Intimations.

### THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL.....$5,000,000
PAID-UP CAPITAL..... 2,500,000
RESERVE FUND..... 1,250,000

*Board of Directors:*

HON. J. J. KESWICK, Chairman. } *Managing Directors.*
HON. C. P. CHATER, Vice-Chairman. }
E. A. SOLOMON, Esq.
J. S. MOSES, Esq.
S. C. MICHAELSEN, Esq.
G. E. NOBLE, Esq.
LEE SING, Esq.
POON PONG, Esq.

*Bankers:*

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

MONEY ADVANCED on MORTGAGE, on LAND or BUILDINGS; PROPERTIES PURCHASED AND SOLD.

Estates managed, and all kinds of Agency and Commission Business relating to Land, &c., conducted.

Full Particulars can be obtained at the Company's OFFICES, No. 5, Queen's Road Central.

A SHELTON HOOPER,
*Secretary.*

Victoria Buildings,
Hongkong, 3rd May, 1889. 844

---

### SHANGHAI LAND INVESTMENT COMPANY, LIMITED.

SUBSCRIBED CAPITAL...Tls. 1,000,000
CAPITAL PAID-UP.... ...Tls. 600,000

Board of Directors.

J. S. PURDON, Esq. (*Chairman*), of Messrs. MAITLAND & Co.
H. R. HEARN, Esq., of Messrs. ALFRED DENT & Co.
E. J. HOGG, Esq.
JOHN WALTER, Esq., Manager of HONGKONG & S'HAI BANKING CORP.
A. G. WOOD, Esq., of Messrs. GIBB, LIVINGSTON & Co.

Bankers.
HONGKONG & SHANGHAI BANKING CORPORATION.

LOANS made on MORTGAGE on LAND, BUILDINGS, &c.
PROPERTIES BOUGHT and SOLD.
ESTATES managed and all kinds of LAND AGENCY and COMMISSION BUSINESS conducted.

GIBB, LIVINGSTON & Co.,
*Agents.*

Shanghai, July 19, 1889. 1458

---

### NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
*Secretary.*

Hongkong, August 25, 1885. 1458

---

### DENTISTRY.

FIRST CLASS WORKMANSHIP.
*MODERATE FEES.*

MR. WONG TAI-FONG,
*Surgeon Dentist,*
(FORMERLY ARTICLED APPRENTICE AND LATTERLY ASSISTANT TO DR. ROGERS,)

AT the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROGERS,
*No. 2, DUDDELL STREET.*

CONSULTATION FREE.

Discount to missionaries and families.
Sole Address

2, DUDDELL STREET,
*(Next to the New Oriental Bank.)*

Hongkong, January 12, 1885. 66

---

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.
TIME TABLE.

**WEEK DAYS.**

8 to 10 a.m. every quarter of an hour.
12 " 2 p.m. " half hour.
4 " 8 " " quarter of an hour.

**THURSDAYS.**

NIGHT TRAMS at 10.30 and 11 p.m.

**SUNDAYS.**

10.40 a.m.; 12 to 1.30 p.m. every quarter of an hour.
4 to 8 p.m. every quarter of an hour.
9, 10, 10.30 and 11 p.m.

Special CARS may be obtained on application to the SUPERINTENDENT.

Single Tickets are sold in the Cars; Five-Cent Coupons and REDUCED TICKETS at the Office.

MACEWEN, FRICKEL & Co.,
*General Managers.*

Hongkong, May 1, 1889. 821

---

# SCOTT'S EMULSION

OF PURE COD LIVER OIL
*With Hypophosphites of Lime & Soda.*

**PALATABLE AS MILK.**

The only preparation of COD LIVER OIL that can be taken readily and tolerated for a long time.

AS A REMEDY FOR CONSUMPTION, BRONCHITIS, SCROFULOUS AFFECTIONS, ANÆMIA, GENERAL DEBILITY, COUGHS AND THROAT AFFECTIONS, AND ALL WASTING DISORDERS OF CHILDREN or ADULTS it is marvellous in its results.

Prescribed and endorsed by the best Physicians.

SOLD BY ALL CHEMISTS.

*Agents for China and Hongkong:*
MESSRS. WATSON & Co. (LIMITED.)

Hongkong, December 17, 1888. 2131

## Mails.

STEAM FOR
SINGAPORE, PENANG, ADEN, PORT SAID, MALTA, GIBRALTAR, BRINDISI, ANCONA, VENICE, PLYMOUTH AND LONDON.
ALSO,
BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

*N.B.—Cargo can be taken on through Bills of Lading for* BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

*SPECIE ONLY* LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship *ROHILLA*, Captain M. DE HORNE, with Her Majesty's Mails, will be despatched from this for LONDON direct, *viâ* COLOMBO and SUEZ CANAL, calling at MARSEILLES, and usual Ports of Call, on WEDNESDAY, 11th September, at Noon.

Cargo will be received on board until 4 p.m. on the day before sailing.

Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

*The Contents and Value of Packages are required to be declared prior to shipment.*

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN,
*Superintendent.*

P. & O. S. N. Co.'s Office,
Hongkong, August 27, 1889. 1648

---

### Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE,
*VIA*
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *BELGIC* will be despatched for San Francisco, via Amoy, Kobé and Yokohama, on WEDNESDAY, the 11th September, at 1 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—
To San Francisco ... ... ...$225.00
To San Francisco and return, available for 6 months ... } 393.75
To Liverpool ... ... ... ... 325.00
To London ... ... ... ... 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 %. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
*Agent.*

Hongkong, September 3, 1889 1646

---

### CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE,
*VIA*
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship *BATAVIA*, 2,553 Tons Register, WILLIAMSON, Commander, will be despatched for VANCOUVER, B.C., *viâ* KOBE and YOKOHAMA, on THURSDAY, the 12th September, at Noon.

To be followed by the S.S. *PORT AUGUSTA*, on 26th September, and S.S. *PARTHIA*, on the 10th October.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver & Victoria, (Mex.) $210.00
To all common points in Canada and the United States } 275.00
To Liverpool ... ... ... ... 320.00
To London ... ... ... ... 325.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 11th September.

All Parcels must be sent to our Office and should be marked to address in full, and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co.,
*Agents.*

Hongkong, August 29, 1889. 1674

## Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA;
ALSO
LONDON, HAVRE AND BORDEAUX.

ON THURSDAY, the 12th September, 1889, at Noon, the Company's S.S. *VOLGA*, Commandant FRAGER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 11th September, 1889. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
*Agent.*

Hongkong, August 30, 1889. 1689

---

U. S. MAIL LINE.

### PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF PEKING* will be despatched for San Francisco, via Yokohama and Honolulu, on THURSDAY, the 19th September, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco ... ... ...$225.00
To San Francisco and return, available for 6 months ... } 393.75
To Liverpool ... ... ... ... 325.00
To London ... ... ... ... 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 %. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
*Agent.*

Hongkong, August 15, 1889. 1579

---

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

*N.B.—Cargo can be taken on through Bills of Lading for the principal places in* RUSSIA.

ON WEDNESDAY, the 25th day of September, 1889, at 4 p.m., the Company's Steamship *BAYERN*, Capt. J. MERGELL, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, *calling at* GENOA.

Shipping Orders will be granted till 10 a.m., Cargo will be received on board until 1 p.m., Specie and Parcels until 10 a.m. on the 25th September. (Parcels are not to be sent on board; they must be left at the AGENCY'S Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to

MELCHERS & Co.,
*Agents.*

Hongkong, August 31, 1889. 1692

---

### Insurances.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co.,
*Agents.*

Hongkong, July 15, 1887. 1340

## Notices to Consignees.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG & SINGAPORE.

CONSIGNEES of Cargo by the Company's Str. *Melpomene* are hereby informed that their Goods, with the exception of Opium, are now being landed at their risk into the Godowns known as The Hongkong Wharf and Godowns, Wanchai, whence delivery may be obtained.

This Vessel brings on Cargo:—
From CALCUTTA and MADRAS ex S.S. *Niobe*, transhipped at COLOMBO.
From TRIESTE, &c. ex S.S. *Imperatrix*, transhipped at BOMBAY.

Consignees wishing to receive their Goods at the Wharf are at liberty to do so.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Undersigned BEFORE NOON, ON THE 9TH INST., OR THEY WILL NOT BE RECOGNIZED.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 18th Instant will be subject to rent.

Bills of Lading will be countersigned by

DAVID SASSOON, SONS & Co.,
*Agents.*

Hongkong, September 3, 1889. 1711

---

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S.S. *Arratoon Apcar* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns, at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 7th Instant will be subject to rent. No Fire Insurance has been effected.

Consignees are hereby informed, that all Claims must be made immediately, as none will be entertained after the 6th Instant.

Bills of Lading will be countersigned by

DAVID SASSOON, SONS & Co.,
*Agents.*

Hongkong, September 2, 1889. 1700

---

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. *Lydia*, Captain PETERSEN, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the KOWLOON PIER AND GODOWN CO. and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left our Godowns, and all Goods remaining undelivered after the 5th Sept., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th Sept., at 4 p.m.

No Fire Insurance has been effected.

SIEMSSEN & Co.,
*Agents.*

Hongkong, August 30, 1889. 1680

---

GLEN LINE OF STEAM PACKETS.

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship *Glengyle*, having arrived from the above Ports, Consignees of Cargo by her and by the S.S. *Ludgate Hill* from NEW YORK, are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LD., at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded, unless notice to the contrary be given before NOON TO-DAY.

Cargo remaining undelivered after the 5th September will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 6th September, otherwise they will not be recognized.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
*Agents.*

Hongkong, August 30, 1889. 1679

---

FROM LONDON AND SINGAPORE.

THE Steamship *Gaw Quan Sia*, having arrived from the above Port, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LD., at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 9th Instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 16th Inst., otherwise they will not be recognized.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
*Agents.*

Hongkong, September 2, 1889. 1702

---

### Not Responsible for Debts.

*Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—*

AMPHITRITE, German ship, Captain B. Bowehl.—Order.

HARVEST QUEEN, British ship, Capt. E. A. Forsyth.—Russell & Co.

KITTY, British barque, Capt. H. Wilson.—Captain.

MELPOMENE, Austro-Hung. str., Capt. E. Perini.—David Sassoon, Sons & Co.

OMEGA, British barque, Capt. A. O. Brown.—Gonsalves & Co.

REPORTER, American ship, Capt. G. P. Spalding.—Butterfield & Swire.

RICHARD PARSONS, Amer. barque, Capt. W. F. Thorndike.—Wieler & Co.

ROBERT S. BESHARD, British ship, Capt. Andrews.—Adamson, Bell & Co.

SATSUMA, British barque, Captain A. G. Swensan.—Eduard Schellhass & Co.

ST. JULIEN, British barque, Capt. W. J. King.—Boswell & Co.

## Merchant Vessels in Hongkong Harbour.

*Exclusive of idle arrivals and Departures reported to-day.*

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at Green Island. Vessels near the Hongkong shore are marked [illegible] the Kowloon shore [illegible] the Lady of the Shipping or midway between each shore are marked [illegible] in conjunction with the figures denoting the section.

*Sections.*
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

| Vessel's Name. | Anchor. | Captains. | Flag and Rig. | Tons. | Date of Arrival. | Consignees or Agents. | Destination. | Remarks. |
|---|---|---|---|---|---|---|---|---|
| **Steamers** | | | | | | | | |
| Airlie | 5 c | Ellis | Brit. str. | 1492 | Aug. 27 | Russell & Co. | Sydney | To-morrow |
| Amoy | 5 c | Kohler | Ger. str. | 815 | Sept. 4 | Siemssen & Co. | | |
| Arratoon Apcar | 5 c | Olifent | Brit. str. | 1392 | Sept. 1 | David Sassoon, Sons & Co. | Calcutta | 6th inst. |
| Ashington | 5 c | Zindel | Ger. str. | 809 | Aug. 30 | Siemssen & Co. | Saigon | To-morrow |
| Bayern | 5 c | Mergell | Ger. str. | 2877 | Sept. 3 | Melchers & Co. | Shanghai | To-morrow |
| Belgic | 5 c | Walker | Brit. str. | 4211 | Aug. 28 | O. & O. S. S. Co. | San Francisco | 11th inst. |
| Bellerophon | 5 c | Guthrie | Brit. str. | 1356 | Sept. 3 | Butterfield & Swire | S'pore & London | To-morrow |
| Benarty | 5 c | Boutillier | Brit. str. | 1111 | Sept. 3 | Gibb, Livingston & Co. | Saigon | |
| Bormida | 5 c | Denegri | Italian str. | 1499 | Aug. 27 | Carlowitz & Co. | Bombay, &c. | 6th inst. |
| Don Juan | 5 c | Marquez | Span. str. | 654 | Sept. 1 | Brandao & Co. | Manila | To-day |
| Formosa | 5 h | Hall | Brit. str. | 674 | Sept. 1 | Douglas Steamship Co. | Tamsui | 6th inst. |
| Frigga | 5 c | Nagel | Ger. str. | 1400 | Sept. 2 | Siemssen & Co. | Hamburg | 6th inst. |
| Gaw Quan Sia | 5 c | Harris | Brit. str. | 1607 | Sept. 1 | Jardine, Matheson & Co. | Yokohama | To-morrow |
| General Werder | 10 | Eichel | Ger. str. | 1820 | Aug. 28 | Melchers & Co. | | |
| Gwalior | 2 h | Nantes | Brit. str. | 1602 | Aug. 27 | P. & O. S. N. Co. | Bombay, &c. | 12th inst. |
| Johann | 3 h | Binge | Ger. str. | 368 | Aug. 31 | Wieler & Co. | Hoihow, &c. | To-morrow |
| Kent | 5 c | Johnson | Brit. str. | 1623 | Sept. 1 | Gibb, Livingston & Co. | Sydney, &c. | To-morrow |
| Kiel | 3 c | Krützfeldt | Ger. str. | 851 | Sept. 4 | Wieler & Co. | | |
| Kwong Sang | 3 c | Sellar | Brit. str. | 1000 | Aug. 30 | Jardine, Matheson & Co. | Swatow | To-morrow |
| Marie | 3 h | Hundewadt | Ger. str. | 704 | Aug. 31 | A. R. Marty | Haiphong | To-morrow |
| Melpomene | 5 c | Perini | A-Hun str. | 1946 | Sept. 3 | David Sassoon, Sons & Co. | Bombay, &c. | 10th inst. |
| Miike Maru | 8 h | Sommers | Japan. str. | 2080 | Sept. 2 | Mitsi Bishi | | |
| Millfield | 5 c | Kirby | Brit. str. | 1400 | Aug. 6 | Captain | | |
| Phra Chom Klao | 2 h | Watton | Brit. str. | 1012 | Sept. 4 | Yuen Fat Hong | Swatow & Bangkok | |
| Pilot Fish | ‡ h | Stopani | Brit. tug. | 161 | Sept. 27 | H. K. & W. Dock Co. | | |
| Signal | 8 h | Meyer | Ger. str. | 384 | Sept. 3 | Meyer & Co. | | |
| Zafiro | 5 c | McCaskill | Brit. str. | 675 | Sept. 2 | Russell & Co. | Amoy & Manila | To-morrow |
| **Sailing Vessels** | | | | | | | | |
| Alicia | 3 c | Brodhurst | Haw. bqe. | 603 | Aug. 16 | Gilman & Co. | | |
| Amphitrite | 5 h | Bowehl | Ger. sh. | 1814 | July 15 | Master | | |
| Australia | 5 c | Harris | Brit. bqe. | 999 | June 11 | Order | | |
| Charger | 3 c | Goodell | Amer. sh. | 1379 | June 28 | Russell & Co. | | |
| Comet | 5 h | Krippner | Ger. sh. | 1083 | July 21 | Melchers & Co. | | |
| Conqueror | 5 k | Lothrop | Amer. sh. | 1540 | June 16 | Master | | |
| Goliah | 3 c | Kont | Siam. bqe. | 400 | Aug. 16 | Chinese | | |
| Gustav & Oscar | 5 h | Seemann | Ger. sh. | 1352 | July 4 | Melchers & Co. | | |
| Harvest Queen | 8 c | Forsyth | Brit. sh. | 2020 | Aug. 16 | Russell & Co. | | |
| Haydn Brown | 4 c | Havener | Amer. bqe. | 821 | July 21 | Captain | | |
| Irene | 5 c | Yates | Amer. sch. | 467 | July 11 | Geo. R. Stevens & Co. | | |
| Josephus | 5 c | Rogers | Amer. sh. | 1397 | June 13 | Butterfield & Swire | | |
| Kitty | 5 c | Wilson | Brit. bqe. | 802 | Aug. 30 | Captain | | |
| Martha Davis | 5 c | Pendleton | Amer. bqe. | 832 | June 13 | Russell & Co. | | |
| Mauna Loa | 5 c | Douglas | Brit. bqe. | 1071 | Aug. 29 | Order | | |
| Omega | 3 c | Brown | Brit. bqe. | 480 | Aug. 2 | Order | | |
| Reporter | 8 c | Spalding | Amer. sh. | 1286 | Aug. 30 | Butterfield & Swire | | |
| Richard Parsons | 5 c | Thorndike | Amer. bqe. | 1116 | June 7 | Wieler & Co. | | |
| Robert S. Beshard | 8 c | Andrews | Brit. sh. | 1200 | Aug. 15 | Adamson, Bell & Co. | | |
| Sam Mendel | 8 h | Gower | Brit. bqe. | 1077 | Aug. 28 | Wieler & Co. | | |
| Sea Witch | 8 c | Zibbets | Amer. sh. | 1289 | July 24 | Captain | | |
| St. Julien | 8 c | King | Brit. bqe. | 1049 | Aug. 28 | Russell & Co. | | |
| Valkyrien | 5 c | Saikie | Brit. bqe. | 408 | Aug. 16 | Jardine, Matheson & Co. | | |
| Vigilant | 5 c | Gould | Amer. sh. | 1723 | July 2 | Russell & Co. | | |

## Her Britannic Majesty's Ships on the China Station.

| Name. | Rig. | Tons. | Guns. | I.H.P. | Captain. | Where at. |
|---|---|---|---|---|---|---|
| Alacrity | despatch-vessel | 1700 | 4 | 3180 | Com. R. Blair Macnaghie | Yokohama |
| Cockchafer | gunboat 2nd class | 465 | 4 | 470 | Lieut.-Com. Everard Maxwell | Hongkong |
| Conquest | cruiser | 2380 | — | — | Captain Wm. H. Henderson | Yokohama |
| Cordelia | cruiser 3rd class | 2380 | 10 | 2420 | Captain H. T. Greenfell | Yokohama |
| Esk | g-bt. 3rd class coast defence | 363 | 3 | 340 | ——— | In reserve |
| Espoir | gunboat 2nd class | 465 | 4 | 470 | Lieut.-Com. Reginald Y. Smith | Hongkong |
| Firebrand | gunboat 2nd class | 455 | 4 | 460 | Lieut.-Com. Denison | Hongkong |
| Hyacinth | cruiser | 1420 | — | — | Captain Robt. W. Craigie | Yokohama |
| Impérieuse* | twinscrew battle ship | 8400 | 10 | 10000 | Captain William H. May | Yokohama |
| Leander | cruiser 2nd class | 4300 | 10 | 5500 | Captain Burges Watson | Yokohama |
| Linnet | gun-vessel 2nd class | 756 | 5 | 1050 | Commander Smythies | Yokohama |
| Merlin | gunboat 2nd class | 430 | 4 | 430 | Lieut.-Com. G. H. Yonge | Shanghai |
| Mutine | sloop | 1130 | 10 | 1120 | Commander J. H. Martin | Hongkong |
| Orion | twin-screw battle ship 2nd class armored | 4870 | 4 | 4040 | Captain Hy. J. Carr | Singapore |
| Porpoise | cruiser | 1730 | 6 | 3500 | Commander R. W. White | Yokohama |
| Rambler | surveying vessel | 830 | 3 | 690 | Capt. The Hon. F. C. Vereker | On a cruise |
| Rattler | gunboat 1st class | 715 | 6 | 1200 | Lieut.-Com. W. Maitl. Dougall | North |
| Satellite | cruiser 3rd class | 1420 | 8 | 1400 | Captain T. P. W. Nesham | Shanghai |
| Severn | corvette | 4000 | — | — | Captain Hall | Nagasaki |
| Solent | torpedo mining launch | 150 | — | — | ——— | Hongkong |
| Swift | gun-vessel 2nd class | 756 | 5 | 1010 | Com. The Hon. Richard Bingham | Yokohama |
| Torpedo Boat No. 35 | ——— | 95 | — | — | ——— | In reserve |
| Torpedo Boat No. 36 | ——— | 95 | — | — | ——— | In reserve |
| Tweed | g-bt. 3rd class coast defence | — | 3 | — | ——— | In reserve |
| Victor Emanuel | receiving ship | 5157 | 14 | — | Commodore E. J. Church | Hongkong |
| Wanderer | sloop | 925 | 4 | 750 | Commander Geo. A. Giffard | Yokohama |
| Wivern | coast defence ship, armoured | 2750 | 4 | 1450 | ——— | Hongkong |

* Flagship of Vice-Admiral Sir Nowell Salmon, K.C.B., V.C., Commander-in-Chief.

☞ H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

## Foreign Men-of-war on the China and Japan Station.

| Name. | Flag and Rig. | Tons. | Guns. | H.P. | Captain. | Where at. |
|---|---|---|---|---|---|---|
| Alacut | Russian gunboat | 800 | — | — | Captain Pasenego | Nagasaki |
| Almirante Barroso | Brazilian cruiser | 2000 | — | — | Capt. Custodio José de Mello | Hongkong |
| Aragon | Spanish cruiser | 1908 | — | — | Captain A. Solas | On a cruise |
| Aspic | French gunboat | 470 | 4 | 450 | Commander Malopert | Shanghai |
| Bobre | Russian cruiser | 1100 | — | — | Captain Menschicoff | Nagasaki |
| Chasseur | French despatch-vessel | — | — | — | Captain Bugard | Shanghai |
| Comète | French gunboat | 475 | 4 | 450 | Lieut.-Commander Arago | Quinhon |
| Iltis | German gunboat | 489 | — | — | Captain Eickstedt | Chemulpo |
| Lutin | French gunboat | 485 | 4 | 425 | Captain Nany | Tonkin |
| Marion | U. S. corvette | 1900 | 7 | 1170 | Commander Dyer | Nagasaki |
| Monocacy | U. S. sloop | 1370 | 6 | 1470 | Lieut.-Com. Henry Glass | Yokohama |
| Mordvi | Russian gunboat | 465 | 7 | 60 | Commander Molteff | Corea |
| Nayezdnik | Russian cruiser | 1330 | 9 | 250 | Captain Zarine | Nagasaki |
| Omaha | U. S. corvette | 2400 | 12 | 1150 | Capt. McNair | Yokohama |
| Palos | U. S. gunboat | 420 | 6 | 500 | Lieut.-Com. Craig | Kobe |
| Plover | French gunboat | 540 | — | 420 | Lieut.-Commander Fourest | On a cruise |
| Rio Lima | Portuguese gunboat | 540 | — | — | Captain J. R. Santa Barbara | Kobe |
| Saône | French transport | — | — | — | Captain Renub | Amoy |
| Sivoutch | Russian cruiser | 900 | 4 | 1000 | Commander Sudbroff | Corea |
| Sobo | Russian gunboat | 450 | 7 | 60 | Commander Boyle | Japan |
| Sophie | German cruiser | 2100 | — | — | Captain Kohlhaver | Singapore |
| Tejo | Portuguese gunboat | 500 | 3 | 100 | Lieut.-Com. C. R. Caminha | Macao |
| Turenne | French frigate | 5880 | 12 | 4250 | Captain Aubry de la Noë | Saigon |
| Vestnik | Russian corvette | 1330 | — | — | Captain Lang | Nagasaki |
| Villars | French cruiser | — | — | — | Captain Mayet | Chefoo |
| Vipere | French gunboat | 480 | 4 | 425 | Commander Gondot | Shanghai |
| Vitiaz | Russian corvette | 2950 | 13 | — | Captain Makaroff | Swatow |
| Wolf | German gunboat | 924 | 4 | 240 | Captain Crudner | Manila |

Printed and published by GEO. MURRAY BAIN, at the *China Mail* Office, No. 2, Wyndham Street, Hongkong.